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January 1, 1982—March 30, 1982

HS-806-337

# Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires

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Reported to the National Highway Traffic Safety Administration
By Domestic and Foreign Vehicle Manufacturers

U.S. Department of Transportation • National Highway Traffic Safety Administration

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# INTRODUCTION

Section 151 of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, requires that if a manufacturer—

> "(1) obtains knowledge that any motor vehicle or item of replacement equipment manufactured by him contains a defect and determines in good faith that such defect relates to motor vehicle safety; or
>
> "(2) determines in good faith that such vehicle or item of replacement equipment does not comply with an applicable Federal motor vehicle safety standard prescribed pursuant to section 103 of this Act;
>
> he shall furnish notification to the Secretary and to owners, purchasers, and dealers, in accordance with section 153, and he shall remedy the defect or failure to comply in accordance with section 154."

The required notification is to be by first class mail to the first purchaser and by certified mail or more expeditious means to the dealer or dealers of the manufacturers.

The manufacturer is further required to furnish the Secretary of Transportation a true or representative copy of all notices, bulletins, and other communication to dealers or purchasers regarding defects in motor vehicles or motor vehicle equipment.

The National Highway Traffic Safety Administration has received numerous requests for information on defects in motor vehicles. In answer to these requests, the Administration publishes quarterly summary reports on defect campaigns conducted by domestic and foreign manufacturers. These summary reports are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, at a price established by the Superintendent of Documents. Annual cumulative editions of the reports will be published at the beginning of each calendar year.

Since manufacturers are not required to report to the Administration specific serial numbers of vehicles involved in recall campaigns, any information concerning defects on specific serial-numbered vehicles must be obtained from the dealer or manufacturer.

## SUMMARY TABULATIONS
## MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS

*January 1, 1982—March 31, 1982*

| *Manufacturers Reporting* | *Number of Recall Campaigns* | *Number of Vehicles* |
|---|---|---|
| **I. DOMESTIC** | | |
| Bluebird Body Company | 1 | 1,500 |
| Chrysler Corporation | 1 | 14,500 |
| Coleman Company, Incorporated | 2 | 4,029 |
| DeLorean Motor Company | 1 | 5,400 |
| E.Z. Loader Boat Trailers, Incorporated | 1 | 1,804 |
| Fleetwood Enterprises, Incorporated | 1 | 336 |
| Ford Motor Company | 4 | 16,247 |
| General Motors Corporation | 4 | 604,150 |
| Holiday Rambler Corporation | 1 | 414 |
| Harley-Davidson Motor Company, Incorporated | 1 | 6,314 |
| Mack Trucks, Incorporated | 1 | 22 |
| Paccar, Incorporated | 1 | 2,000 |
| U.S. Electricar Corporation | 1 | 24 |
| Vintage Reproduction, Incorporated | 1 | 110 |
| Volvo White Truck Corporation | 3 | 776 |
| Zimmer Motor Vans | 1 | 78 |
| TOTAL | 25 | 657,704 |
| **II. FOREIGN** | | |
| BMW of North America, Incorporated | 1 | 3,780 |
| Jaguar Rover Triumph, Incorporated | 1 | 3,718 |
| Volkswagen of America, Incorporated | 1 | 5,200 |
| Volvo White Truck Corporation | 1 | 499 |
| TOTAL | 4 | 13,197 |
| **III. EQUIPMENT** | | |
| Cummins Engine Company, Incorporated | 2 | 1,005 |
| Dana Corporation | 2 | 864 |
| Silver Eagle Manufacturing Company | 1 | 1,450 |
| Trico Products Corporation | 1 | 225,000 |
| Vapor Corporation | 1 | 122 |
| TOTAL | 7 | 228,441 |
| **IV. TIRES** | | |
| Armstrong Rubber Company | 1 | 1,892 |
| Cooper Tire and Rubber Company | 3 | 2,582 |
| Dunlop Tire and Rubber Corporation | 2 | 6,757 |
| Firestone Tire and Rubber Company | 1 | 20,800 |
| TOTAL | 7 | 32,031 |

## ORDERING DATA

If only one particular detailed report of a recall is required, it can be obtained by contacting the Chief, Technical Reference Service, Technical Services Division (Code NAD–44), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Blue Bird Body Company** | | | | | |
| 82V-029<br>3/24/82 | Blue Bird<br>All American | 1981<br>1982 | 3 | 1,500 | Mfg. Campaign No. NR. System—Brake Hoses. DOM—January 1, 1981-January 31, 1982. School Buses. Possibility that certain vehicles are subject to spring brake hose failure. (Correct by inspecting and replacing suspect brake hoses.) |
| **Chrysler Corporation** | | | | | |
| 82V-011<br>1-26-82 | Plymouth<br>Horizon<br>Dodge<br>Omni | 1980<br><br>1980 | 2 | 14,500 | Mfg. Campaign No. 309. System—Suspension/Ball Joint Bolts. DOM—November 1979. Possibility that on certain vehicles bolts used to attach the front suspension ball joints to the control arms may fail due to a bolt section crack condition. Such failure may result in ball joint separation from the arm, possibly affecting vehicle directional controllability. (Correct by inspecting ball joints and replacing ball joint to control arm attaching bolts (4 per car)). |
| **Coleman Company, Incorporated** | | | | | |
| 82V-002<br>1-5-82 | Coleman<br>Sun Valley<br>Colonial<br>Redwood V | 1981 | 6 | 133 | Mfg. Campaign No. NR System—LP Gas Hose. DOM—November 23—December 9, 1981. Camping trailers. Possibility that on certain vehicles a leak may occur between the rubber hose and furrle type nipple fitting attached to the hose end. This was due to either "bad" or "undersized" furrle nipples. The leak rate is relatively small and the furrle is not blown off the hose when it is subjected to 200 times operating pressure. (Correct by inspecting the installing defect-free hoses.) |
| 82V-014<br>2-9-82 | Coleman<br>Camping Trailers<br>Pickup Campers | 1982 | 5 | 3,896 | Mfg. Campaign NR. System—Propane Gas Line/Flare Nuts. DOM—August 14, 1981—February 4, 1982. Possibility that on certain vehicles there is installed defective propane gas line half union flare nuts. These nuts can fracture and the flare can pull away from its seat with a leak resulting. (Correct by inspecting and installing defect-free flare nuts.) |
| **DeLorean Motor Company** | | | | | |
| 82V-006<br>1-19-82 | DeLorean<br>DeLorean | 1981 | 10 | 5,400 | Mfg. Campaign No. NR. System—Throttle Linkage. DOM—March—December 1981. Possibility that on certain vehicles in very cold weather moisture that enters or may be present in the throttle cable housing may freeze, causing the throttle to stick. Insufficient slack in the throttle cable inside the engine compartment may cause the cable to bind, keeping the throttle slightly open. This could result in a vehicle crash or loss of control. (Correct by inspecting and repairing throttle linkage to prevent moisture from entering cable housing and adjusting the cable to ensure adequate slack in the engine compartment.) |
| **EZ Loader Boat Trailers, Incorporated** | | | | | |
| 82V-001<br>12-31-81 | EZ Loader<br>With carrying capacity 1500-5400 lbs. | 1981 | 3 | 1,804 | Mfg. Campaign No. NR. System—Axle/Spindle DOM—September 1—November 1, 1981. Boat trailers. Possibility that on certain vehicles the spindles (one on each end) which connect the axle to the wheels may have a tendency to fracture when subjected to repeated jolts or stress, causing the wheel and tire to detach from the trailer. This could force the towing vehicle off the road or cause vehicle crash without prior warning. (Correct by inspecting and replacing the defective spindles.) |

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Fleetwood Enterprises, Incorporated** | | | | | |
| 82V-025<br>3-5-82 | Prowler Lite<br>Wilderness Lite<br>Taurus Lite<br>DB | 1982 | 9 | 336 | Mfg. Campaign No. 1-82. System—Electric Brake/Wiring. DOM—September 8, 1981—March 2, 1982. Travel Trailers. Possibility that on certain vehicles electric brake wires routed along the rear side of the axle may be damaged or cut by a steel angle bracket that supports the trailer water tank when the axle is subjected to extreme upward movement. Damage to the brake service wires could result in brake failure. (Correct by inspecting and relocating brake wiring.) |
| | Prowler Lite<br>Wilderness Lite<br>Taurus Lite<br>5DE | 1982 | | | |
| **Ford Motor Company** | | | | | |
| 82V-004<br>1-7-82 | Ford<br>E-100/150/250/350 | 1982 | 5 | 378 | Mfg. Campaign No. 432. System—Transmission Shift Rod. DOM—December 1-2, 1981. Possibility that on certain vehicles the shift rod in the transmission shift linkage may not be properly seated in the retention grommet of the steering column shift lever assembly. If the shift rod were to disengage, the transmission would remain in the last function selected before separation—neutral, reverse, drive or park—even though the gear selector lever had been moved. This could create the potential for unexpected vehicle movement which could result in an accident and personal injuries. (Correct by inspecting and properly seating the shift rod attachment.) |
| | Club Wagon | 1982 | | | |
| 82V-023<br>3-9-82 | Ford<br>LN-7000 Series<br>Chassis<br>Cabs | 1982 | 2 | 99 | Mfg. Campaign No. NR. System—Starter Cable/Brake Tube. DOM—November 2—December 1, 1981. Heavy-duty Trucks. Possibility that certain vehicles were built with the positive starter cable misindexed at the starter solenoid connection. This could cause the starter cable to contact a steel brake tube. Should such contact cause cable insulation damage and produce an electrical short circuit, a hole could be formed in the brake tube with resultant loss of brake fluid and impaired braking. Parking brakes would be unaffected. (Correct by inspecting and reindexing the positive starter cable at the starter solenoid.) |
| 82V-024<br>3-9-82 | Ford<br>F-100 | 1980<br>1981 | 2 | 12,500 | Mfg. Campaign No. NR. System—Spare Tire Carrier. DOM—May 1, 1980—May 1, 1981. Pickup Trucks. Possibility that on certain vehicles, equipped with optional side-mounted, in-box spare tire carriers, the reinforcement for the in-box spare tire carrier may have been attached using incorrect hex bolts rather than the released Torx round head bolts. Under certain conditions, the outer sidewall of the tire may come in contact with the sharp edge of a hex head bolt and possibly result in abrasion of the sidewall. If the spare tire damage is not noticed, when used as a replacement, the tire could fail in use with a sudden loss of air pressure. (Correct by inspecting and, as necessary, replacing the attaching bolts and spare tire.) |
| | F-150 | 1980<br>1981 | | | |
| | F-250 | 1980<br>1981 | | | |
| | F-350 | 1980<br>1981 | | | |
| 82V-027<br>3-23-82 | Ford<br>F,C,L-Series | 1974<br>1975<br>1976<br>1977<br>1978<br>1979<br>1980<br>1981 | 4 | 3,270 | Mfg. Campaign No. 435. System—Throttle Return/Federal Motor Vehicle Safety Standard No. 124. DOM—August 31, 1973—May 20, 1981. Medium and heavy-duty trucks. Possibility that on certain vehicles equipped with engines converted for LPG fuel usage the throttles may not return completely to idle under certain conditions with one of the two accelerator control return springs inoperative. Thus, these vehicles are in noncompliance with Federal Motor Vehicle Safety Standard No. 124, Accelerator Control Systems. (Correct by inspecting and modifying throttle to meet the requirements of Federal Motor Vehicle Safety Standard No. 124.) |

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **General Motors Corporation** | | | | | |
| 82V-012<br>1-29-82 | Oldsmobile<br>Cutlass<br>Delta 88<br>98<br>Toronado<br>Cadillac<br>Seville<br>El Dorado<br>De Ville<br>Buick<br>Regal<br>La Sabre<br>Electra<br>Riviera<br>Pontiac<br>Bonneville<br>Grand Prix<br>Chevrolet<br>Monte Carlo<br>Impala<br>Caprice<br>Malibu | 1982 | 14 | 79,686 | Mfg. Campaign No. NR. System—Fuel Injection/Diesel. DOM—August—November 10, 1981. Possibility that on certain vehicles built with 5.7L V8 diesel engines the governor weight retainer in the injection pump may fail and the throttle valve could stick, preventing return to idle and shutdown of the engine by the operator of the vehicle. This could result in a loss of vehicle control and a vehicle crash could occur without prior warning. (Correct by inspecting and replacing the friction drive governor weight retainer with a pelethane governor weight retainer assembly.) |
| 82V-018<br>2-24-82 | Oldsmobile<br>Omega<br>Chevrolet<br>Citation<br>Pontiac<br>Phoenix<br>Buick<br>Skylark | 1982 | 9 | 4,987 | Mfg. Campaign No. NR. System—Brakes/Clutch Cable. DOM—September 28—December 23, 1981. Possibility that on certain vehicles equipped with a four-speed manual transmission and power brakes the clutch may rub against the master cylinder brake pipe when the clutch pedal is operated. Over an extended period, this could result in metal-to-metal contact and failure of the brake pipe causing loss of brake fluid and a partial loss of braking action. These vehicles are equipped with a dual braking system so part of system will remain functional. Stopping will be over a greater distance. (Correct by inspecting and modifying system to provide a minimum 1/2" clearance between clutch cable and brake pipe.) |
| 82V-021<br>3-2-82 | Chevrolet<br>Celebrity<br>Citation<br>Cavalier<br>Pontiac<br>6000<br>Phoenix<br>J-2000<br>Oldsmobile<br>Cutlass<br>Ciera<br>Firenza<br>Buick<br>Century<br>Skylark<br>Skyhawk<br>Cadillac<br>Cimarron | 1982 | 10 | 519,329 | Mfg. Campaign No. NA. System—Fuel Tank/Filler and Vent Pipes. DOM—February 1981—January 1982. Possibility that on certain vehicles the hose clamps on the fuel tank filler pipe and fuel tank filler vent pipe could fracture. The fracture of these clamps could cause fuel leakage at any of the four pipe-to-hose connections. Leakage can occur during refueling, or while driving, if the fuel tank is above 3/4 full. This would create the possibility of a fire and burn injuries to persons in or near the vehicle. (Correct by inspecting and replacing the hose clamps on the fuel tank filler pipe and vent pipe.) |
| 82V-028<br>3-23-82 | Chevrolet<br>Suburban<br>GMC<br>Suburban | 1982 | 10 | 148 | Mfg. Campaign No. 82C08. System—Trailer hitch attachment bolts. DOM—August—September 28, 1981. Possibility that on certain vehicles equipped with platform trailer hitches, the hitches may not have been assembled with sufficient hitch-to-frame attachment bolt clamp load. This would allow the trailer hitch attaching parts to loosen and break. If this occurs while the trailer is being pulled, hitch and trailer |

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **GENERAL MOTORS CORPORATION—*Continued*** | | | | | |
| | | | | | could separate and a crash could occur without prior warning. (Correct by inspecting, adjusting for proper bumper to hitch rail clearance, replacing and retightening rear hitch to frame bolts.) |
| **Holiday Rambler Corporation** | | | | | |
| 82V-003<br>1-7-82 | Holiday Rambler Class A Monitor Class A | 1981<br>1982<br>1981<br>1982 | 4 | 414 | Mfg. Campaign No. NR. System—Flexible Rubber Brake Hose. DOM—July 10, 1980—November 2, 1981. Motorhomes. Possibility that on certain vehicles the absence of a fastener may allow a flexible rubber brake hose to come into contact with the exhaust manifold, melt and cause the loss of brake fluid and braking power to the rear axles of the vehicles. A vehicle collision could result. (Correct by inspecting and installing fasteners to secure the brake line.) |
| **Harley-Davidson Motor Company, Incorporated** | | | | | |
| 82V-013<br>1-28-82 | Harley-Davidson FL/FX | 1982 | 3 | 6,314 | Mfg. Campaign No. NR. System—Transmission. DOM—July 20, 1981—January 8, 1982. Motorcycles. Possibility that on certain vehicles with 4-speed transmissions there was insufficient hardening of the transmission mainshaft bearing race. This could cause the transmission to fail to perform properly which eventually might lead to transmission lock-up during operation. (Correct by inspecting and performing the necessary repair work to preclude transmission lock-up.) |
| **Mack Trucks, Incorporated** | | | | | |
| 82V-019<br>2-24-82 | Mack U | 1980<br>1981<br>1982 | 2 | 22 | Mfg. Campaign No. SC145. System—Steering Shaft Slip Joint. DOM—April 1, 1980—January 29, 1982. Trucks. Possibility that certain vehicles are subject to steering shaft separation when loose set screws in the dash sheet bearing allow the shaft to move or when tractors are backing under trailers to set the Kingpin. This could lead to loss of steering control without prior warning with a possible vehicle crash. (Correct by inspecting and providing a greater slip length in the steering driveshaft to eliminate inadvertent disengagement of the slip joint.) |
| **Paccar, Incorporated** | | | | | |
| 82V-020<br>2-25-82 | Peterbilt 362 | 1981 | 2 | 2,000 | Mfg. Campaign No. NR. System—Cigarette Lighter. DOM—January 1981—February 15, 1982. Trucks. Possibility that on certain vehicles with the Casco cigarette lighter, due to the location of this lighter, it might accidentally become depressed, engaging the heater element. If the lighter does not disengage, the heating element will continue to heat to temperatures which could cause a fire and ignite adjacent materials. (Correct by inspecting and replacing the lighter with a new lighter assembly manufactured by Wagner.) |

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **U.S. Electricar Corporation** | | | | | |
| 82V026<br>3-15-82 | Lectric Leopards 964A | 1980<br>1981 | 6 | 24 | Mfg. Campaign No. NR. System—Windshield Defogger/Federal Motor Vehicle Safety Standard No. 103. Possibility that certain vehicles fail to comply with Federal Motor Vehicle Safety Standard No. 103, "Windshield Defrosting and Defogging Systems." This is due to the inadequate presetting of the thermostat at the factory causing inadequate defrosting/defogging. (Correct by inspecting and readjusting the overheat thermostats.) |
| **Vintage Reproductions, Incorporated** | | | | | |
| 82V-005<br>10-7-81 | Gazelle Reproduction of Mercedes SSK | 1978<br>1979<br>1980 | 33 | 110 | Mfg. Campaign No. NR. System—Multiple Federal Motor Vehicle Safety Standards. DOM—January 1978—September 1981. Possibility that certain vehicles fail to meet the requirements of Federal Motor Vehicle Safety Standard Nos. 101, 105, 107, 108, 110, 114, 115, 127, 201, 205, 206, 208, 209 and 214. (Correct by inspecting and modifying vehicles to meet the requirements of the above listed Federal Motor Vehicle Safety Standards.) |
| **Volvo White Truck Corporation** | | | | | |
| 82V-007<br>1-18-82 | White Trucks | 1973<br>1974<br>1975<br>1976<br>1977<br>1978<br>1979 | 2 | 123 | Mfg. Campaign No. NR. System—Service and Parking Brakes/Federal Motor Vehicle Safety Standards 121. DOM—May 23, 1978—July 10, 1979. Heavy-duty trucks. Possibility that certain vehicles were built with service brake application power levels lower than the minimum suggested by the brake supplier to ensure conformance to dynamometer requirements of Federal Motor Vehicle Safety Standards 121. Also, certain vehicles may have parking brake capability less than the design requirements to ensure conformance to Federal Motor Vehicle Safety Standards 121. (Correct by inspecting and installing new components to assure compliance.) |
| | Western Star Trucks | 1973<br>1974<br>1975<br>1976<br>1977<br>1978<br>1979 | | | |
| 82V-008<br>1-18-82 | White Trucks | 1980<br>1981 | 2 | 53 | Mfg. Campaign No. NR. System—Steering. DOM—December 3, 1980—October 16, 1981. Heavy-duty trucks. Possibility that on certain vehicles the front axle steering arm installed were of a slightly different configuration than those designed for the application. Use of the wrong steering arms creates the potential for improper steering arm to drag link adjustment that can result in steering lock-up during a full right turn. (Correct by inspecting and replacing the steering arm.) |
| 82V-009<br>1-18-82 | White Trucks | 1975<br>1976<br>1977 | 2 | 600 | Mfg. Campaign No. NR. System—Rear Axle. DOM—June 1, 1975—May 31, 1977. Heavy-duty trucks. Possibility that certain vehicles built with Rockwell SLHD model rear axles may experience a fracture and ultimate separation of the rear axle outer ends in the area of the spindle attachment to the axle housing. This could result in a vehicle crash. (Correct by inspecting and replacing the suspect defective axles.) |
| **Zimmer Motor Vans** | | | | | |
| 82V-017<br>2-23-82 | Zimmer Van conversions | 1982 | 4 | 78 | Mfg. Campaign No. NA. System—Seat/back. DOM—January 20—February 18, 1982. Vans. Possibility that on certain vehicles the seat back of the driver and the three passenger seats can fail and separate from the seat section |

| NHTSA Recall No. / Date of Co. Notification | Make and Model | Model Year | No. of Units Potentially Involved | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| | | | | | **Zimmer Motor Vans** —*Continued* |
| | | | | | of the seat. (Correct by inspecting and replacing all high back seats with seats incorporating reinforcements and additional weld.) |
| | | | | | **BMW of North America, Incorporated** |
| 82V-010<br>1-21-82 | BMW<br>528e | 1982 | 6 | 3,780 | Mfg. Campaign No. NR. System—Throttle Housing. DOM—August 1981—January 1982. Possibility that in certain vehicles under low temperature conditions (15° and colder) and a warmed up engine, water vapor in the warm air from the crankcase housing might condense and freeze in the colder throttle housing after a period of driving, causing ice buildup around the throttle plate. The ice might prevent the throttle plate from fully closing when driver releases accelerator pedal, causing a slower than normal deceleration rate and an increase of idle speed. An accident could occur with little or no prior warning. (Correct by inspecting and rerouting the crankcase ventilation system connection to the engine intake system.) |
| | | | | | **Jaguar Rover Triumph, Incorporated** |
| 82V-022<br>3-5-82 | Jaguar<br>XJ6<br>XJS | 1982<br>1982 | 3 | 3,718 | Mfg. Campaign No. A273. System—Electrical/Inertial Switch. DOM—July 1981—January 1982. Possibility that certain vehicles may be fitted with an unauthorized inertia switch. This switch has a tin coating added to the contacts which creates the potential for a high electrical resistance under certain conditions of use, which could result in overheating and distortion of the plastic mounting around the fixed contact. This could result in inability to start the vehicle as there would be no flow of current to the fuel pump. (Correct by inspecting and replacing the inertial switch with latest specification part.) |
| | | | | | **Volkswagen of America, Incorporated** |
| 82V-016<br>2-16-82 | Volkswagen<br>Rabbit<br>Pick-up | 1981<br>1981 | 2 | 5,200 | Mfg. Campaign No. MX. System—Tie Rod Inner Ball Joint Lock Nut. DOM—August 13-24, 1981. Possibility that on certain vehicles the left or right side tie rod inner ball joint lock nut may not have been properly torqued. Driving such a vehicle on poor roads over an extended period of time could cause the tie rod to separate from the steering assembly. (Correct by inspecting and retorquing, where necessary, the left and right side ball joint lock nuts.) |
| | | | | | **Volvo White Truck Corporation** |
| 82V-015<br>2-18-82 | Volvo<br>Heavy<br>Duty<br>Trucks | 1979<br>1980<br>1981 | 2 | 449 | Mfg. Campaign No. NR. System—Lower Steering Shaft. DOM—May 1979—November 1981. Possibility that certain vehicles can sustain extensive rusting of the splined section of the lower steering shaft, thus preventing the splined section to move in the sleeve. This would create exaggerated stress between the steering column universal joint connection and the input shaft of the steering gear. Damage to the connection could eventually lead to a loss of steering control. (Correct by inspecting and replacing the existing column by a newly designed column or inverting the existing column so that splined section will be located inside the cab.) |

# MOTOR VEHICLE EQUIPMENT RECALL CAMPAIGNS

| NHTSA Campaign No. / Date of Company Notification | Make and Model | Model Year | No. of Units Potentially Involved | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Cummins Engine Company, Incorporated** | | | | | |
| 82E-003<br>1-13-82 | Flywheel<br>Flywheel Castings<br>Bearing Model 3800145 | | 4 | 225 | Engine flywheel may have cracks located within the pilot bore area. Because of the location of the cracks, they are in a low stress area of the flywheel and are less likely to cause destruction than if the cracks were located around the outside of the flywheel. (Correct by inspecting and replacing where necessary.) |
| 82E-007<br>1-27-82 | Engine Block<br>743 CID Model<br>NHH Engine Block | | 5 | 99 | Possibility that the wall thickness of the engine mounting pad is outside of design specifications. If this condition exists, failure of the mounting pad in a bus application could cause the engine to fall to the roadway thus severing fuel, lube oil, coolant and power steering lines and posing a potential safety problem. (Correct by inspecting and modifying cylinder block to meet design specification.) |
| **Dana Corporation** | | | | | |
| 82E-002<br>2-2-82 | Trailer Axle<br>D21 FT167W NHA for<br>23,500 lb. GAWR | | 4 | 336 | Trailer axle spindle could possibly fracture when submitted to loads exceeding the maximum load recommended. These fractures will occur in the bearing radius and could result in the loss of the trailer wheels. It is possible that spindle failure can occur without prior warning. (Correct by inspecting and replacing with an improved axle.) |
| 82E-006<br>3-12-82 | Front Hanger<br>Part No. B526[illegible]<br>Dump Truck<br>Suspension System | | 7 | 570 | The front hangers of the suspension system may develop fatigue cracks to a point that may result in sudden complete fracture of the hanger. If this condition exists, it could cause misalignment of axle and other components and could result in loss of vehicle control. (Correct by inspecting and replacing or repairing front hangers.) |
| **Silver Eagle Manufacturing Company** | | | | | |
| 82E-001<br>12-29-82 | Trailer Hitch<br>A3C Eye and<br>Shank Assembly | | 3 | 1,450 | Possibility that a defect exists in the weld between the eye and the shank on the A3C Eye and Shank assembly. The assembly is used to connect the drawbar on the pull trailer to the hitch on the pulling vehicle. If the assembly is used on worn or loose hitches, it could break. (Correct by inspecting and replacing with A3D Eye and Shank assembly.) |
| **Trico Products Corporation** | | | | | |
| 82E-004<br>2-19-82 | Windshield<br>Wiper Blade<br>Trico ARL 16-2.<br>ARL 18-2 | | 6 | 225,000 | Model ARL 16-2 and ARL 18-2 winter wiper blades contain a plastic adaptor which connects the wiper blade to the wiper arm. This plastic adaptor may be subject to cracking or breaking if subjected to forces sometimes applied to free wiper blades frozen to windshields. (Correct by inspecting and replacing plastic adaptor with a metal adaptor.) |
| **Vapor Corporation** | | | | | |
| 82E-005<br>3-8-82 | Bus Door<br>Opening Assemblies<br>Base Plate Assembly<br>Connecting Rod<br>and Lever Assembly | | 3 | 122 | The components of the rear pneumatic passenger door operator were found not to comply with the manufacturer's processes and/or standards. As a result of this condition, uncontrolled operation of the passenger door could occur. (Correct by inspecting and replacing all non-complying components of the rear door.) |



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# MOTOR VEHICLE TIRE RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Armstrong Rubber Company** | | | | | |
| 82T-004<br>2-5-82 | Sears<br>H78-14 2+2<br>L78-15 2+2<br>Superguard 30 | | 4 | 1,892 | Sears Superguard 30, H78-14 and L78-15 2+2 PO/GL tires.<br>Tires failed to meet the high speed and endurance requirements of Federal Motor Vehicle Safety Standard No. 109. (Correct by inspecting and replacing tires at no cost to the consumer within 60 days from date of notification.) |
| **Cooper Tire and Rubber Company** | | | | | |
| 82T-001<br>1-26-82 | Cooper<br>8-14, 5LT, 12 Ply | | 11 | 466 | Cooper Super Roadmaster 8-14, 5LT, 12 ply rated nylon Bias Tubeless Light Truck Tire Highway.<br>Tires were inadvertently manufactured with wrong ply fabric material and might fail in service if subjected to high speeds. Failure could result in loss of air and possible loss of vehicle control. (Correct by inspecting and replacing tire at no cost to customer within 60 days from date of notification.)<br>DOT. IDENT.<br>UPMLCCA451<br>UPMLCCA461<br>UPMLCCA471 |
| 82T-002<br>1-26-82 | Cooper<br>9-14, 5LT, 12 ply<br>CO-OP<br>9-14, 5LT,<br>12 ply-Range F | | 18 | 1,774 | Cooper Super Roadmaster and Co-op Heavy Duty Low-Boy 9-14, 5LT, 12 ply rated nylon bias tubeless highway light truck tires.<br>Tires were inadvertently manufactured with wrong ply fabric material and might fail in service if subjected to high speeds. Failure could result in loss of air and possible loss of vehicle control. (Correct by inspecting and replacing tire at no cost to the customer within 60 days from date of notification.)<br>DOT. IDENT.<br>Cooper<br>UPMMCCA401<br>Co-op<br>UPMMBJ1411<br>UPMMBJ1421<br>UPMMBJ1431 |
| 82T-007<br>3-24-82 | Cooper<br>10.00-22 12 Ply<br>Falls<br>10.00-22 12 Ply<br>Hercules<br>10.00-22 12 Ply<br>Dean<br>10.00-22 12 Ply | | 33 | 342 | Cooper 10.00-22 12 Ply Nylon Tube Type, Super Road Service; Falls Mastercraft Premium 10.00-22 12 Ply; Hercules, Hercumile II 10.00-22 Ply; and Dean Super Road Hauler 10.00-22 12 Ply.<br>Tires may develop a separation in the shoulder area during service, as a result of lost adhesion between the tread and carcass due to trapped air in the shoulder area of the tire. (Correct by inspecting and replacing with new tire within 60 days from date of notification without cost to the consumer.)<br>DOT. IDENT.<br>Cooper —UP27BCD082<br>UP27BCD092<br>Falls —UP27FCJ072<br>UP27FCJ082<br>Hercules —UP27HHH012<br>UP27HHH022<br>UP27HHH032<br>UP27HHH082<br>UP27HHH092 |

# MOTOR VEHICLE TIRE RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **COOPER TIRE AND RUBBER COMPANY—*Continued*** | | | | | |
| | | | | | Dean —UP27DCU072<br>UP27DCU082<br>UP27DCU092 |
| **Dunlop Tire and Rubber Corporation** | | | | | |
| 82T-003<br>2-3-82 | Dunlop<br>M130/90-16<br>Motorcycle Tire | | 2 | 5,277 | Motorcycle tire size M130/90-16, Dunlop Qualifier K127C.<br>Tires fail to conform to Federal Motor Vehicle Safety Standard 119, S7.2 endurance tests. This tire is used on the rear axle of the motorcycle. (Correct by inspecting and replacing with new tire at no cost to the consumer within 60 days from date of notification.) |
| 82T-006<br>3-12-82 | Dunlop<br>9.50-16.5<br>Remington | | 2 | 1,480 | 9.50-16.5 LT Dunlop Triple Tranction Tubeless and Remington Universal Traction Tubeless Blackwell Tires.<br>During manufacturing process, local areas of entrapped air at the tire tread centerline and between the tread and the top ply was present in some tires. This condition could lead to tire failure. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to the consumer.)<br>DOT. IDENT.<br>Dunlop<br>DAXL882471<br>DAXL882481<br>Remington<br>DAXL936471<br>DAXL936481 |
| **Firestone Tire and Rubber Company** | | | | | |
| 82T-005 | | | | | Multi Mile Super Highway<br>10.00-20 Belted VH2JP20311-361<br>10.00-22 Belted VH27P20311-361<br>Cordovan Super Highway<br>10.00-20 Belted VH2JP20311-361<br>10.00-22 Belted VH27P20311-361<br>Firestone Transport Duplex<br>15-22.5 Belted VH31BEM311-391<br>15-22.5 Belted VH31BAM311-391<br>16.5-22.5 Belted VH32BAM311-391<br>Dayton Thorobred Duaload Super EMT<br>15-22.5 Belted VH31MED311-391 |
| 82T-005<br>2-15-82 | Firestone<br>*See DOT. IDENT.<br>Trans Hiway<br>Montgomery Ward<br>Dayton<br>Multi Mile<br>Cordovan | | 4 | 20,800 | Tires developed a condition designated as socketing. Socketing can be described as the disengaging after curing of the rubber surrounding one or more individual cords in a tire. This socketing occurs in belt plies only. It is possible this condition could lead to chunkout or separation in the tread area. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to the consumer.)<br>DOT. IDENT.<br>Firestone Transport 1<br>10.00-20 Belted VH2JMCV311-371<br>11.00-20 Belted VH2LMTC311-371<br>11.00-22 Belted VH28MTC311-371 |

# MOTOR VEHICLE TIRE RECALL CAMPAIGNS

| NHTSA Item. No. / Date of Co. Notification | Make and Model | Model Year | No. of Tires in Set | No. of Vehicles Involved | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|

## FIRESTONE TIRE AND RUBBER COMPANY—*Continued*

Texas Ranger

10.00-20 Radial

11.00-20 Radial

11.00-20 Radial

M/P Load Guard 200

10.00-20 Radial

Firestone Transcontinental

10.00-20 Radial

11.00-20 Radial

11.00-20 Radial

11.00-20 Radial

11.00-20 Radial

Firestone Super 500 II

10.00-20 Radial

11.00-20 Radial

11.00-20 Radial

Firestone Super Highway II

10.00-20 Radial

11.00-20 Radial

11.00-20 Radial

T82/2

April 1, 1982—June 30, 1982

HS-806-338

# Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires

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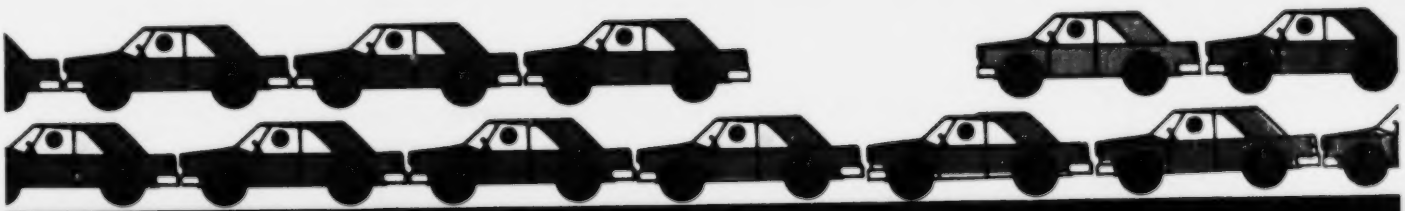

Reported to the National Highway Traffic Safety Administration
By Domestic and Foreign Vehicle Manufacturers

U.S. Department of Transportation • National Highway Traffic Safety Administration

TD 8.9/2

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# INTRODUCTION

Section 151 of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, requires that if a manufacturer—

> "(1) obtains knowledge that any motor vehicle or item of replacement equipment manufactured by him contains a defect and determines in good faith that such defect relates to motor vehicle safety; or
>
> "(2) determines in good faith that such vehicle or item of replacement equipment does not comply with an applicable Federal motor vehicle safety standard prescribed pursuant to section 103 of this Act;
>
> he shall furnish notification to the Secretary and to owners, purchasers, and dealers, in accordance with section 153, and he shall remedy the defect or failure to comply in accordance with section 154."

The required notification is to be by first class mail to the first purchaser and by certified mail or more expeditious means to the dealer or dealers of the manufacturers.

The manufacturer is further required to furnish the Secretary of Transportation a true or representative copy of all notices, bulletins, and other communications to dealers or purchasers regarding defects in motor vehicles or motor vehicle equipment.

The National Highway Traffic Safety Administration has received numerous requests for information on defects in motor vehicles. In answer to these requests, the Administration publishes quarterly summary reports on defect campaigns conducted by domestic and foreign manufacturers. These summary reports are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, at a price established by the Superintendent of Documents. Annual cumulative editions of the reports will be published at the beginning of each calendar year.

Since manufacturers are not required to report to the Administration specific serial numbers of vehicles involved in recall campaigns, any information concerning defects on specific serial-numbered vehicles must be obtained from the dealer or manufacturer.

## SUMMARY TABULATIONS
## MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS

*April 1, 1982—June 30, 1982*

| *Manufacturers Reporting* | *Number of Recall Campaigns* | *Number of Vehicles* |
|---|---|---|
| **I. DOMESTIC** | | |
| American Motors Corp. | 1 | 509 |
| AM General Corp. | 1 | 3,227 |
| Bougham Industries, Inc. | 1 | 24 |
| Coachman Industries, Inc. | 1 | 331 |
| Chrysler Corporation | 2 | 4,069 |
| DeLorean Motor Cars of America | 1 | 5,342 |
| El Dorado R.V., Inc. | 1 | 233 |
| Fleetwood Enterprises, Inc. | 1 | 30 |
| Ford Motor Company | 4 | 129,128 |
| General Motors Corp. | 1 | 189 |
| Grumman Flxible Corp. | 1 | 89 |
| Harley-Davidson Motor Co. | 1 | 11,714 |
| International Harvester Co. | 1 | 11,130 |
| Mack Trucks, Inc. | 1 | 5,700 |
| Motor Coach Industries, Inc. | 1 | 182 |
| Outboard Marines Corp. | 1 | 1,361 |
| Paccar, Inc. | 3 | 852 |
| Rockwell International | 1 | 1,812 |
| Thomas Built Buses, Inc. | 1 | 185 |
| Transportation Manufacturing Corp. | 1 | 19 |
| TOTAL | 26 | 176,126 |
| **II. FOREIGN** | | |
| Alfa Romeo, Inc. | 1 | 8,582 |
| American Isuzu Motors, Inc. | 1 | 2,070 |
| Iveco Trucks of North America, Inc. | 1 | 42 |
| Nissan Motor Company | 1 | 18,082 |
| Prevost Car, Inc. | 2 | 463 |
| Subaru of America, Inc. | 1 | 43,300 |
| Toyota Motor Sales, USA, Inc. | 1 | 393 |
| Volkswagen of America, Inc. | 3 | 97,234 |
| TOTAL | 11 | 170,166 |
| **III. EQUIPMENT** | | |
| ARA Manufacturing Company | 1 | 2,021 |
| Dana Corporation | 2 | 61,764 |
| Hayden, Inc. | 1 | 86,474 |
| Rockwell International | 1 | 18,672 |
| Tridon, Inc. | 1 | 12,974 |
| TOTAL | 6 | 181,905 |
| **IV. TIRES** | | |
| Cooper Tire and Rubber Co. | 1 | 45 |
| Firestone Tire and Rubber Co. | 1 | 998 |
| TOTAL | 2 | 1,043 |

## ORDERING DATA

If only one particular detailed report of a recall is required, it can be obtained by contacting the Chief, Technical Reference Service, Technical Services Division (Code NAD–44), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **American Motors Corporation** | | | | | |
| 82V-053<br>5-17-82 | AMC<br>Concord<br>Eagle | 1982<br>1982 | 3 | 509 | Mfg. Campaign No. 8202. System—Windshield. DOM—October 13—16, 1981. Possibility that on certain vehicles the windshield may have been improperly installed with incomplete adhesion between the windshield glass and urethane sealant. (Correct by inspecting, removing and reinstalling windshield.) |
| **AM General Corporation** | | | | | |
| 82V-057<br>5-26-82 | AMC<br>FJ8<br>FJ8B | 1972<br>1973<br>1974<br>1975 | 4 | 3,227 | Mfg. Campaign No. NR. System—Front Wheel Spindle. DOM—April 3, 1972—May 9, 1975. Trucks. 1/2 ton Delivery. Possibility that certain vehicles are subject to cracks in the area of the radius adjacent to the inner wheel bearing on the front spindle assembly. (Correct by inspecting and replacing left and right spindles with a strength-improved version.) |
| **Brougham Industries, Incorporated** | | | | | |
| 82V-042<br>4-19-82 | Brougham<br>R228 | 1982 | 5 | 24 | Mfg. Campaign No. NR. System—LP Gas Line. DOM—January 28—April 16, 1982. Possibility that on certain vehicles built on GMC and Chevrolet chassis the LP gas line between the LPG tank and fuel burning appliances may have been improperly routed and subject to damage from the movement of the rear axle and suspension system. If piping is ruptured, it will cause a slight or massive LP gas leak. LPG system should be turned off at the tank valve until defect is remedied. If ignited, LPG can cause a fire or explosion. (Correct by inspecting by LPG lines and rerouting to avoid any possible damage.) |
| **Coachmen Industries, Incorporated** | | | | | |
| 82V-039<br>4-16-82 | Coachmen<br>Van<br>Conversion<br>Sportcoach<br>Van<br>Conversion | 1982<br><br><br>1982 | 1 | 331 | Mfg. Campaign No. NR. System—Seat Belt Assembly/Federal Motor Vehicle Safety Standard No. 208. DOM—September 1, 1981—April 5, 1982. Van Conversion. Possibility that certain vehicles were equipped with Type 1 instead of Type 2 seat belt assemblies at the front designated seating positions. This is in non-compliance with Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection. (Correct by inspecting and replacing Type 1 seat belt assembly with the proper Type 2 seat belt assembly.) |
| **Chrysler Corporation** | | | | | |
| 82V-055<br>5-24-82 | Chrysler<br>LeBaron<br>Town & Country<br>Plymouth<br>Reliant<br>Horizon<br>Dodge<br>400<br>Aries<br>Omni<br>Rampage<br>trucks | <br>1982<br>1982<br><br>1982<br>1982<br><br>1982<br>1982<br>1982<br>1982 | 3 | 4,000 | Mfg. Campaign No. 315. System—Ball joint to steering knuckle attaching bolts. DOM—April 14—20, 1982. Possibility that on certain vehicles the bolts used to attach the front suspension ball joints to the steering knuckles may eventually fail due to bolt section crack condition. This failure can result in ball joint separation from the knuckle and affect vehicle directional controllability. (Correct by inspecting and replacing the ball joint to steering knuckle attaching bolts—2 per car.) |

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Chrysler Corporation—*Continued*** | | | | | |
| 82V-063<br>6-9-82 | Chrysler<br>LeBaron<br>Plymouth<br>Reliant<br>Dodge<br>400<br>Aries | 1982<br><br>1982<br><br>1982<br><br>1982 | 5 | 69 | Mfg. Campaign No. 316. System-Brake Fluid. DOM—May 24—25, 1982. Possibility that on certain vehicles the brake hydraulic systems may have been filled with brake fluid containing an excessive quantity of water. (Correct by inspecting and refilling with fresh brake fluid.) |
| **Delorean Motor Cars of America** | | | | | |
| 82V-030<br>3-26-82 | Delorean<br>All | 1981<br>1982 | 2 | 5,342 | Mfg. Campaign No. NR—System—Electrical/Inertia Switch—DOM—March 1981-March 12, 1982. Possibility that on certain vehicles an inertia switch designed to break the electrical circuit to the fuel pump may be subject to high contact point resistance inside the switch. This could cause the switch to run too hot, possibly resulting in switch failure. (Correct by inspecting and replacing the inertia switch with an improved version.) |
| **El Dorado R.V. Inc.** | | | | | |
| 82V-059<br>6-3-82 | El Dorado<br>Falcon | 1980<br>1981<br>1982 | 7 | 233 | Mfg. Campaign No. NR. System—Cross Members. DOM—March 1980—March 1, 1982. Buses. Possibility that certain vehicles contain cross members which are weak and may collapse causing the center of the coach to drop and rub on the fuel tank. In time, this could result in a puncture of the tank and a fuel tank explosion. (Correct by inspecting and installing reinforcements to cross member mounts.) |
| **Fleetwood Enterprises, Incorporated** | | | | | |
| 82V-032<br>4-2-82 | Fleetwood<br>Prowler<br>Lite<br>Wilderness<br>Lite | <br>1982<br><br>1982 | 6 | 30 | Mfg. Campaign No. Nr. System—LP Gas Line. DOM—October 1981—January 1982. Travel trailers. Possibility that on certain vehicles the LP gas tubing which is routed on frame over the axle may be damaged or cracked by the axle when the axle is subjected to extreme upward movement. Damage to the LP gas tubing could, without warning, cause gas leakage that might result in a trailer vehicle fire that could cause injury or death or a vehicle crash. (Correct by inspecting and relocating the LP gas tube.) |
| **Ford Motor Company** | | | | | |
| 82V-031<br>3-31-82 | Ford<br>Granada<br>Mercury<br>Cougar | 1982 | 18 | 116 | Mfg. Campaign No. 436. System—Fuel Fittings/Engine Compartment. DOM—August 1, 1981—March 23, 1982. Possibility that certain vehicles may have been produced with improperly tightened propane fuel fittings in the engine compartment. If a propane leak were to occur from such a fitting connection, in the presence of an ignition source, the potential for a fire would exist. A propane leak could occur with the vehicle in use or parked; however, the greater risk of a fire is while parked, particularly in an enclosed area where fuel might accumulate. (Correct by inspecting, replacing and sealing certain fuel system connections.) |
| 82V-033<br>4-6-82 | Ford<br>Ranger | 1983 | 2 | 24 | Mfg. Campaign No. NR. System—Muffler Grass Shields. DOM—January 26—February 11, 1982. Light trucks. Possibility that certain vehicles equipped with high altitude engine emission systems were produced without specified muffler grass shields installed beneath the muffler surface. |

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| | | | | | **Ford Motor Company—*Continued*** |
| | | | | | After certain driving conditions which result in high exhaust temperatures, surface temperatures of the exposed muffler could possibly ignite some ground covers if they come in contact wtih the muffler. (Correct by inspecting and installing muffler grass shields.) |
| 82V-041<br>4-21-82 | Lincoln<br>Continental | 1982 | 2 | 15,988 | Mfg. Campaign No. NR. System—Fuel Filler. DOM—August 1981—March 29, 1982. Possibility that certain vehicles may have been produced with an inadequate seal between the fuel filler pipe housing assembly and the fuel filler opening-collar assembly. Two attaching screws at the bottom of this joint were omitted during assembly. This condition could allow a small quantity of overflow fuel to leak into the right rear fender well. Such leakage could be ignited by nearby electrical components. (Correct by inspecting and installing two missing fasteners and a lower flange reinforcement.) |
| 82V-045<br>5-4-82 | Ford<br>Escort<br>EXP<br>Mercury<br>Lynx<br>LN7 | <br>1982<br>1982<br><br>1982<br>1982 | 2 | 113,000 | Mfg. Campaign No. NR. System—Air Conditioner/Heater Blower. DOM—August 1, 1981—March 10, 1982. Possibility that certain vehicles equipped with optional air conditioning are subject to locked blower armatures or malfunctions. Thus, the resistor coils may overheat causing melting and possible ignition of the polypropylene evaporator housing with vehicle damage. (Correct by inspecting and installing a new blower motor resistor assembly with a lower temperature thermal limiter.) |
| | | | | | **General Motors Corporation** |
| 82V-060<br>6-3-82 | Cadillac<br>Seville<br>Eldorado | <br>1982<br>1982 | 9 | 189 | Mfg. Campaign No. 82-C-4. System—Accelerator Cable Bracket. DOM—May 4—7, 1982. Possibility that certain vehicles with HT4100 engine were assembled with an incorrect accelerator cable bracket. Under certain conditions this could allow the cruise control servo rod to bind on the accelerator cable bracket. Thus, the throttle would not return to the closed (idle) position when the accelerator pedal is released. This could result in loss of control and a vehicle crash could occur without prior warning. (Correct by inspecting and modifying the accelerator cable barcket.) |
| | | | | | **Grumman Flxible Corporation** |
| 82V-065<br>6-18-82 | Grumman<br>Flxible<br>Advanced<br>Design<br>Transit<br>Coach | 1979 | 2 | 89 | Mfg. Campaign No. NR. System—Electrical/Power Cables. DOM—August 1979—November 1979. Buses. Possibility that on certain vehicles the "HAT" section that carries the power cables from the batteries to the engine may fracture about 25 inches from the aft end of the "HAT" section. Exposure and movement of this fractured edge may cause the main power cable to chafe and eventually create a potential electrical short to ground structure. (Correct by inspecting, repositioning trough and power cables, and bolting the "HAT" section to the existing channel.) |
| | | | | | **Harley-Davidson Motor Company** |
| 82V-044<br>4-27-82 | Harley-<br>Davidson<br>FXR<br>XL | <br><br>1982<br>1982 | 3 | 11,714 | Mfg. Campaign No. 056. System—Rear Hydraulic Brakes. DOM—July 27, 1981—April 21, 1982. Motorcycles. Possibility that on certain vehicles under extremely unique circumstances the rear hydraulic brake system might generate unusually excessive hydraulic pressure which |

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Harley-Davidson Motor Company—*Continued*** | | | | | |
| | | | | | could exceed the burst strength of some of the rear brake calipers. This could cause the rear wheel to lock up under actual road conditions. (Correct by inspecting and modifying brake system.) |
| **International Harvester Company** | | | | | |
| 82V-040 | ICH | | 3 | 11,130 | Mfg. Campaign No. 82502. System—Clutch Assembly. |
| 4-15-82 | S-Series | | | | DOM—September 1, 1979—March 9, 1982. Heavy-duty |
| | 1700 | 1980 | | | trucks and school buses. Possibility that certain vehicles |
| | | 1981 | | | have a defect in the Rockford 13 "Bellville' spring-type |
| | | 1982 | | | clutch assembly. Under certain conditions, the clutch |
| | 1800 | 1980 | | | pressure plate may suddenly self-destruct and cause the |
| | | 1981 | | | scattering of broken fragments. A fragment could penetrate |
| | | 1982 | | | into the passenger compartment, disable the operator, and |
| | 1900 | 1980 | | | thus cause loss of vehicle control. (Correct by removing |
| | | 1981 | | | Bellville spring clutch assembly and replacing with coil |
| | | 1982 | | | spring clutch assembly.) |
| | School | | | | |
| | buses | 1980 | | | |
| | | 1981 | | | |
| | | 1982 | | | |
| **Mack Trucks, Inc.** | | | | | |
| 82V-054 | Mack | | 2 | 5,700 | Mfg. Campaign No. SC147. System—Headlamp Wiring. |
| 5-19-82 | Mid-Liner | 1979 | | | DOM—July 12, 1979—May 14, 1982. Trucks. Possibility |
| | | 1980 | | | that certain vehicles are subject to loss of headlamp il- |
| | | 1981 | | | lumination due to a short in the circuit which provides cur- |
| | | 1982 | | | rent to the lighting systems. This is in non-compliance with Bureau of Motor Carrier Safety Regulations. (Correct by inspecting and installing an automatic reset circuit breaker.) |
| **Motor Coach Industries, Inc.** | | | | | |
| 82V-064 | MCI | | 6 | 182 | Mfg. Campaign No. NR. System—Steering/Drag Link. |
| 6-10-82 | MC9 | 1982 | | | DOM—April 16—May 12, 1982. Buses. Possibility that cer- |
| | Crusader II | | | | tain vehicles may have a drag link assembly with a defective capscrew in the drag link clamps (2). This could result in a loss of steering control. (Correct by inspecting and replacing the defective capscrew.) |
| **Outboard Marine Corporation** | | | | | |
| 82V-046 | Cushman | | 5 | 1,361 | Mfg. Campaign No. NR. System—Wheel Rim. DOM— |
| 5-5-82 | Police | 1981 | | | January 1, 1981—March 31, 1982. Three-wheel vehicles. |
| | Police | 1982 | | | Possibility that on certain vehicles there is a substandard |
| | Haulster | 1981 | | | weld in the welded area which joins the inner and outer |
| | Haulster | 1982 | | | wheel rim halves together. If the weld were to fail while the |
| | Delivery | | | | tire is being reinflated, the rim half could separate and cause |
| | Van | 1981 | | | injury to the repairman. (Correct by inspecting and replac- |
| | Delivery | | | | ing suspect rims with new rims.) |
| | Van | 1982 | | | |
| | Refuse | 1981 | | | |
| | | 1982 | | | |

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Paccar, Incorporated** | | | | | |
| 82V-034 | Peterbilt LCF | 1978 1979 1980 1981 1982 | 2 | 40 | Mfg. Campaign No. NR. System—Throttle Rod Bell Crank/Radiator. DOM—1978-1982—Heavy-duty trucks. Possibility that on certain vehicles equipped with a manual transmission it may be possible for the LCF throttle rod bell crank to make contact with the radiator seal resulting in reduced engine performance and/or restricted throttle return. (Correct by inspecting and modifying the driver side radiator seal to eliminate possibility of interferece with throttle rod bell crank.) |
| | Kenworth LCF | 1978 1979 1979 1980 1981 1982 | | | |
| 82V-047 5-6-82 | Peterbilt 362 | 1981 1982 | 2 | 800 | Mfg. Campaign No. NR. System—Front Frame Extension. DOM—January 1981—April 1982. Trucks. Possibility that certain vehicles may develop cracks in the front extension of the frame rail due to manufacturing discrepancies involving the location of a weld stud. (Correct by inspecting and replacing the frame extension as necessary.) |
| 82V-056 2-19-82 | Peterbilt Trucks | 1982 | 2 | 12 | Mfg. Campaign No. NR. System—Air Dryer. DOM—October 1981. Trucks. Possibility that certain vehicles manufactured with a Racor Model RD-2 Air Dryer are subject to an explosion of the air system component or the air dryer. In extremely cold weather if an ice blockage occurs between the air dryer and the wet tank, failure of the govenor pressure sensor to sense the compressor output pressure could result in a violent explosion. (Correct by inspecting and installing a pressure relief provision at the dryer.) |
| **Rockwell International** | | | | | |
| 82V-043 5-3-82 | Rockwell Sewer Rodders | 1972 1973 1974 1975 1976 1977 | 5 | 1,812 | Mfg. Campaign No. NR. System—Chassis Cab and Trailer Certification. DOM—January 1972—October 1977. Trailers and trucks. Possibility that certain vehicles fail to comply with chassis cab and trailer certifications. Also, there is the potential of being loaded beyond the capability limits of the axle Gross Axle Weight Ratings and the Gross Vehicle Weight Ratings. (Correct by inspecting, providing certification labels and upgrading axle springs.) |
| | Manhole Pumpers | 1972 1973 1974 1975 1976 1977 | | | |
| **Thomas Built Buses, Inc.** | | | | | |
| 82V-050 5-12-82 | Thomas Minotour | 1980 1981 1982 | 2 | 185 | Mfg. Campaign No. NR. System—Suspension/Front Springs. DOM—November 1980—May 12, 1982. Buses. Possibility that certain vehicles have been certified for a greater capacity than 15 passengers. For these vehicles the gross axle weight rating (GAWR) as listed on the certification plate for the installed front spring is incorrect. (Correct by inspecting and replacing the front springs with the 3,100 lbs. springs.) |

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Transportation Manufacturing Corporation** | | | | | |
| 82V-062<br>5-28-82 | TMC<br>MC-9<br>Crusader II | 1982 | 3 | 19 | Mfg. Campaign No. NR. System—Steering/Drag Link. DOM—April 16—May 12, 1982. Buses. Possibility that certain vehicles may have a drag link assembly with a defective capscrew in the drag link clamps (2). This could result in a loss of steering control. (Correct by inspecting and replacing the defective capscrew.) |

# FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Alfa Romeo, Inc.** | | | | | |
| 82V-052<br>5-20-82 | Alfa Romeo<br>Spider<br>Veloce | 1977<br>1978<br>1979<br>1980<br>1981 | 12 | 8,582 | Mfg. Campaign No. 2101/55. System-Fuel Pumps. DOM—May 1977—July 1980. Possibility that on certain vehicles under adverse or high load conditions combined with low levels of fuel in the tank, a lack of power may occur. Supersedes Recall 80V-164, dated 12/5/80. (Correct by inspecting and replacing fuel pump with new pump kit, similar to those installed on 1982 models.) |
| **American Isuzu Motors, Inc.** | | | | | |
| 82V-061<br>6-3-82 | Isuzu<br>Pickup truck | 1982 | 7 | 2,070 | Mfg. Campaign No. NR. System—EGR valve. DOM—January 5—April 24, 1982. Pickup trucks. Possibility that on certain diesel vehicles in the EGR valve assembly, cracks may develop at the welded joint between the valve and valve shaft. If the cracks become severe enough, the valve may separate from the shaft. The separated valve may be drawn into the combustion chamber and damage the piston, which could result in major damage to the engine. (Correct by inspecting and replacing the EGR valve.) |
| **IVECO Trucks of North America, Inc.** | | | | | |
| 82V-066<br>6-21-82 | IVECO<br>Z100 | 1981 | 4 | 42 | Mfg. Campaign No. NR. System—Hydraulic Brake Booster Tubing. DOM—June 1, 1981—May 31, 1982. Trucks. Possibility that certain vehicles with locally adapted power steering are subject to failures of a hydraulic brake booster tubing. During the process of local adaption, a brake booster supporting bracket was inadvertently omitted causing early fatigue failure of the brake line due to excessive vibration. (Correct by inspecting, replacing, the existing hydraulic brake line, and installing correct bracketing and clamps on the hydraulic brake booster.) |
| **Nissan Motor Company, Limited** | | | | | |
| 82V-035<br>4-19-82 | Nissan<br>T11<br>(Nissan Stanza) | 1982 | 3 | 18,082 | Mfg. Campaign No. NR. System—Brake Pedal/Federal Motor Vehicle Safety Standard No. 105. DOM—June—November 1981. Possibility that on certain vehicles the brake pedal height could have been adjusted lower than the specified value. If such a vehicle also experiences a partial brake system disablement, the combination of both of these factors could result in longer stopping distances than that required by Federal Motor Vehicle Safety Standard No. 105, Hydraulic Brake System. (Correct by inspecting for brake pedal height and adjusting if necessary.) |
| **Prevost Car Inc.** | | | | | |
| 82V-051<br>5-7-82 | Prevost<br>LeMirage<br><br>Prestige<br><br><br>Champion | <br>1981<br>1982<br>1981<br>1982<br>1981<br>1982 | 12 | 157 | Mfg. Campaign No. NR. System—Wheels/Retaining Nuts. DOM—September 1981—April 1982. Coach Buses. Possibility that on certain vehicles the tightening torque of the inner traction wheel retaining nuts may be lower than the required 500-550 lbs. (Correct by inspecting and torquing the retaining nuts to 500-550 lbs.) |
| 82V-058<br>5-19-82 | Prevost<br>Le Mirage<br><br>Prestige | <br>1981<br>1982<br>1981<br>1982 | 13 | 306 | Mfg. Campaign No. NR. System—Alternator Posts & Wires. DOM—July 1980—April 1982. Transit coaches. Possibility that on certain vehicles the insulation of the alternator posts and wires is insufficient. During the winter season, salt and/or sand may cause corrosion on the posts |

# FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Prevost Car Inc.—*Continued*** | | | | | |
| | Champion | 1981<br>1982 | | | and wires indirectly exposed. This corrosion may create an electrical short which can develop into a fire in the engine compartment. (Correct by inspecting, cleaning corrosion from wire and posts and applying a protective coating.) |
| **Subaru of America, Incorporated** | | | | | |
| 82V-036<br>4-19-82 | Subaru<br>All<br>All | <br>1981<br>1982 | 2 | 43,300 | Mfg. Campaign No. 062-82C. System—Steering Wheel Nut. DOM—August 10—December 22, 1981. Possibility that on certain vehicles the steering wheel nut may have been tightened insufficiently (not to recommended torque specification) during the assembly process and may loosen and develop play between the steering wheel and the steering shaft. Thus, without repair, separation of the steering wheel from the steering shaft could occur. (Correct by inspecting and retightening the steering wheel nut to torque specification as required.) |
| **Toyota Motor Sales, U.S.A., Incorporated** | | | | | |
| 82V-038<br>4-15-82 | Toyota<br>Pickup<br>Truck | 1982 | 4 | 393 | Mfg. Campaign No. NR. System-Engine/Piston Pin. DOM—December 1981—January 1982. Pickup Trucks. Possibility that on certain vehicles cracks have occurred in the inner surface of the piston pin during the manufacturing process. These cracks could lead to complete breakage of the pin and could result in engine failure, possibly sudden engine seizure. (Correct by inspecting and replacing piston pins.) |
| **Volkswagen of America, Incorporated** | | | | | |
| 82V-037<br>4-14-82 | Volkswagen<br>Audi 5000 | 1978<br>1979<br>1980<br>1981<br>1982 | 4 | 92,000 | Mfg. Campaign No. FN. System—Accelerator Pedal Damper. DOM—August 1977—March 1982. Possibility that on certain gasoline vehicles equipped with automatic transmission if the floor mat of the driver's compartment should slide under the accelerator pedal, it is possible that the mat could hook onto the accelerator pedal vibration damper. Should this happen, it may cause the throttle to remain in a partially open position during deceleration. (Correct by inspecting and installing a plastic protection device to the accelerator pedal so that the floor mat cannot hook onto the pedal damper.) |
| 82V-048<br>5-7-82 | Porsche<br>928 | 1978<br>1979<br>1980 | 2 | 4,800 | Mfg. Campaign No. JL. System—Steering/Front Axle. DOM—December 1977—July 1980. Possibility that on certain vehicles the universal joint which connects the steering shaft to the steering rack may be improperly positioned. If such a vehicle is driven on poor roads for an extended period of time, the connection between steering shaft and universal joint could loosen and cause excessive steering wheel free play. (Correct by inspecting and repositioning universal joint connections.) |
| 82V-049<br>5-7-82 | Porsche<br>928 | 1982 | 2 | 434 | Mfg. Campaign No. JM. System—Front Brake Hose. DOM—July—October 1981. Possibility that on certain vehicles the left or right front brake hose may have been improperly routed during assembly. Thus, the brake hose could rub against the rim at certain wheel positions while the vehicle is operated and eventually rub through, resulting in loss of brake fluid. (Correct by inspecting and rerouting the front brake hoses.) |

# MOTOR VEHICLE EQUIPMENT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Component / Model or Size Designation | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|
| **ARA Manufacturing Company** | | | | |
| 82E-013<br>5-25-82 | Air Conditioning Unit<br>ARA Part No. 0507718 | 7 | 2,021 | Due to a possible defect in the blower assembly and/or electrical wiring in the blower assembly of the air conditioning unit, the possibility that a fire may occur exists in some vehicles. (Correct by inspecting and installing a retro-fit kit to eliminate the possible defect.) |
| **Dana Corporation** | | | | |
| 82E-010<br>4-21-82 | Air Hose End Fitting<br>Reusable Fitting #44810 | 5 | 1,300 | The 44810 series reusable end fittings for air hose fails to conform to Federal Motor Vehicle Safety Standard No. 106. The reusable fittings are incorrectly marked "All" instead of "Al." If assembly could be achieved, the risk of the assembly failing would be minimal. (Correct by inspecting and replacing end fittings with properly marked fitting.) |
| 82E-012<br>5-24-82 | Upper ball joint assembly<br>"Jamco" | 7 | 60,464 | The Upper Control Arm Assembly consists of an Upper Ball Joint which is screwed into the Upper Control Arm of the vehicle and is supposed to be tightened to 125 foot-pounds minimum torque. Because of the vendor's manufacturing defect, the Ball Case Thread of the Upper Ball Joints, which are the subject of this report, are undersized, with the possibility that the required torque to tighten the Upper Ball Joint into the Upper Control Arm cannot be reached. Service use of such an installed Upper Ball Joint can result in separation. (Correct by inspecting and replacing with proper type Ball Joint Assembly.) |
| **Hayden, Incorporated** | | | | |
| 82E-011<br>5-3-82 | Sight-Gauge<br>Trans-Gard Hayden Kit 1111 | 12 | 86,474 | Possibility leakage could occur under a combination of temperature, pressure and/or disassembly at time of installation on vehicles equipped with engines of displacement 299 cubic inches or larger. Should the fluid come in contact with parts which can raise the fluid temperature to 320°F to 450°F or greater, depending on the grade of fluid, in the presence of air, the fluid could ignite. (Correct by removing and returning Trans-Gard for reimbursement.) |
| **Rockwell International** | | | | |
| 82E-008<br>3-26-82 | C-5 Yoke<br>Universal-Joint Yoke | 6 | 18,672 | Possibility that Universal-Joint Yokes were forged with incorrect steel resulting in brittle welds between yoke and its mating shaft. Field service loads may cause failure of the weld and loss of yoke to shaft retention. If this condition occurs, weld failure may lead to loss of steering control. (Correct by inspecting and replacing yoke with proper steel and forging.) |
| **Tridon, Incorporated** | | | | |
| 82E-009<br>3-31-82 | Flasher<br>XL-12 Series Flasher | 9 | 12,974 | Flashers fail to comply with performance requirement of Federal Motor Vehicle Safety Standard 108. Namely, a signal flasher rate of between 60 and 120 FPM over a specific heat range. (Correction flasher units will be eliminated from production effective immediately.) |

# MOTOR VEHICLE TIRE RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Component / Model or Size Designation | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|
| **Cooper Tire and Rubber Company** | | | | |
| 82T-009<br>6-16-82 | Cooper<br>Super Roadmaster<br>Hercules<br>Hercumile | 21 | 45 | 10,16, 5/8 ply rated nylon, Tubeless Highway Light Truck, Cooper, Super Roadmaster and Hercules, Hercumile Tires. Tires may develop a separation in the shoulder area prior to the completion of the required Federal Motor Vehicle Safety Standard-119 compliance testing. This condition could result in loss of air and steering control of the vehicle. (Correct by inspecting and replacing with new tire at no cost to the consumer within 60 days from date of notification.)<br>DOT. IDENT.<br>Cooper—UTXMCB8162<br>Hercules—UTXMHDH162 |
| **Firestone Tire and Rubber Company** | | | | |
| 82T-008<br>4-7-82 | Atlas<br>P185/75D14 | 14 | 998 | P185/75D14 Atlas Cushionaire Tires manufactured by Firestone Tire and Rubber Company. Tires fail to comply with Federal Motor Vehicle Safety Standard No. 109 plunger requirements resulting in below minimum tire carcass strength. (Correct by inspecting and replacing with new tire within 60 days from date of notification at no cost to the consumer.)<br>DOT. IDENT.<br>VCJ7ADC5361<br>VCJ7ADC6361<br>VCJ7ADC2371<br>VCJ7ADC3371<br>VCJ7ADC4371<br>VCJ7ADC5371<br>VCJ7ADC6371 |

982/3

July 1, 1982—September 30, 1982

HS-806-339

# Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires

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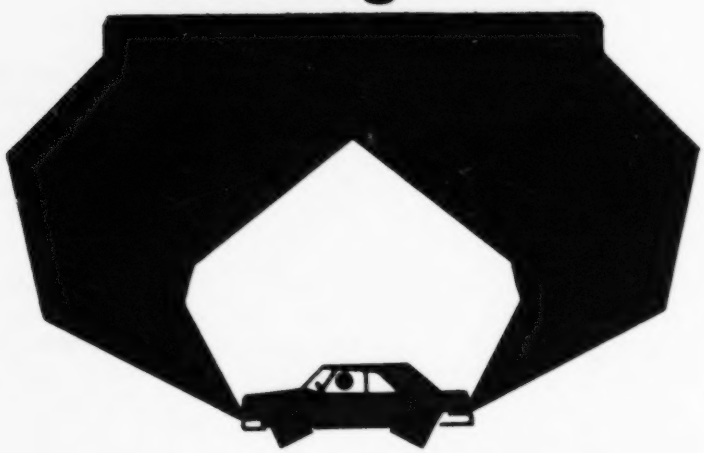

Reported to the National Highway Traffic Safety Administration
By Domestic and Foreign Vehicle Manufacturers

U.S. Department of Transportation • National Highway Traffic Safety Administration

-TD 8.9/2:

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| Paccar, Inc. | 3 |
| Struck Corporation | 3 |
| Volvo White Truck Corp. | 4 |
| Zimmer Motor Cars Corp. | 4 |

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| | |
|---|---|
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# INTRODUCTION

Section 151 of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, requires that if a manufacturer—

> "(1) obtains knowledge that any motor vehicle or item of replacement equipment manufactured by him contains a defect and determines in good faith that such defect relates to motor vehicle safety; or
>
> "(2) determines in good faith that such vehicle or item of replacement equipment does not comply with an applicable Federal motor vehicle safety standard prescribed pursuant to section 103 of this Act;
>
> he shall furnish notification to the Secretary and to owners, purchasers, and dealers, in accordance with section 153, and he shall remedy the defect or failure to comply in accordance with section 154."

The required notification is to be by first class mail to the first purchaser and by certified mail or more expeditious means to the dealer or dealers of the manufacturers.

The manufacturer is further required to furnish the Secretary of Transportation a true or representative copy of all notices, bulletins, and other communication to dealers or purchasers regarding defects in motor vehicles or motor vehicle equipment.

The National Highway Traffic Safety Administration has received numerous requests for information on defects in motor vehicles. In answer to these requests, the Administration publishes quarterly summary reports on defect campaigns conducted by domestic and foreign manufacturers. These summary reports are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, at a price established by the Superintendent of Documents. Annual cumulative editions of the reports will be published at the beginning of each calendar year.

Since manufacturers are not required to report to the Administration specific serial numbers of vehicles involved in recall campaigns, any information concerning defects on specific serial-numbered vehicles must be obtained from the dealer or manufacturer.

## SUMMARY TABULATIONS
## MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS

*July 1, 1982—September 30, 1982*

| *Manufacturers Reporting* | *Number of Recall Campaigns* | *Number of Vehicles* |
|---|---|---|
| **I. DOMESTIC** | | |
| Chrysler Corporation | 3 | 6,949 |
| Dakota Manufacturing Co., Inc. | 1 | 9 |
| Ford Motor Company | 2 | 2,949 |
| General Motors Corp. | 5 | 207,785 |
| Grumman Flxible Corp. | 1 | 140 |
| Oshkosh Truck Corp. | 1 | 368 |
| Paccar, Inc. | 4 | 6,925 |
| Struck Corporation | 1 | 295 |
| Volvo White Truck Corp. | 2 | 237 |
| Zimmer Motor Cars Corp. | 2 | 278 |
| TOTALS | 22 | 225,935 |
| **II. FOREIGN** | | |
| American Honda Motor Co., Inc. | 1 | 5,390 |
| Jaguar Rover Triumph, Inc. | 1 | 120 |
| Prevost Car, Inc. | 1 | 669 |
| Nissau Motor Corp., USA | 2 | 191,501 |
| TOTALS | 5 | 197,680 |
| **III. EQUIPMENT** | | |
| Subaru of America, Inc. | 1 | 2,000 |
| Drag Specialties, Inc. | 1 | 10,859 |
| Jayco, Inc. | 1 | 90 |
| Holland Hitch Co. | 1 | 350,880 |
| Caterpillar Tractor Co. | 1 | 272 |
| TOTALS | 5 | 364,101 |
| **IV. TIRES** | | |
| Dunlop Tire & Rubber Co. | 1 | 39,462 |
| General Tire & Rubber Co. | 1 | 36,608 |
| Goodyear Tire & Rubber Co. | 1 | 825 |
| Lee Tire & Rubber Co. | 1 | 454 |
| TOTALS | 4 | 77,349 |

## ORDERING DATA

If only one particular detailed report of a recall is required, it can be obtained by contacting the Chief, Technical Reference Service, Technical Services Division (Code NAD–44), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Chrysler Corporation** | | | | | |
| 82V-085<br>9-3-82 | Plymouth<br>Reliant<br>Dodge<br>400<br>Aries<br>Chrysler<br>LeBaron | <br><br><br>1983<br>1983<br><br>1983 | 6 | 1,236 | Mfg. Campaign No. 323. System—Brakes. DOM—August 1982. Possibility that on certain vehicles hydraulic brake tube routing to the rear wheels may allow interference between the tube and the rear park brake cable. Abrasion resulting from such interference may result in tube failure and partial loss of braking capability. The instrument panel light will provide warning of the partial system loss. (Correct by inspecting for proper routing and relocating tubes to ensure proper clearance.) |
| 82V-091<br>9-17-82 | Dodge<br>600<br>Dodge<br>600ES<br>Chrysler<br>E-Class | 1983<br><br><br>1983<br><br>1983 | 4 | 5,234 | Mfg. Campaign No. 324. System—Fuel Filler Pipe Cap. DOM—August—September 1982. Possibility that on certain vehicles equipped with an electrical fuel filler door release which is activated through a solenoid mounted to the backside of the fuel filler tube housing there exists the potential for electrical arcing at the fuel filler pipe cap. Such arcing could ignite fuel vapors. (Correct by inspecting and installing a solenoid to vehicle ground wire to eliminate any arcing potential). |
| 82V-092<br>9-21-82 | Dodge<br>400<br>Dodge<br>600<br>Chrysler<br>E-Class<br>Chrysler<br>LeBaron | 1983<br><br>1983<br><br>1983<br><br>1983 | 5 | 479 | Mfg. Campaign No. 326. System—Engine Ignition Wiring. DOM—August—September 1982. Possibility that on certain vehicles equipped with an optional Travel Computer System there is a misconnection of the wiring. The wiring connection which should be to the positive terminal of the engine ignition system coil may have instead been connected to the negative coil terminal. This misconnection may cause a loss of ignition with inability to re-start the engine. (Correct by inspecting the wire connection and, if found improper, the wire will be removed and connected to the proper coil terminal.) |
| **Dakota Mfg. Co., Inc.** | | | | | |
| 82V-078<br>7-30-82 | Dakota<br>D20T<br>D20T | <br>1981<br>1982 | 8 | 9 | Mfg. Campaign No. NR. System—Frame/Crossmember. DOM—1981—1982. Trailers. Possibility that on certain vehicles the tires of the front axle assembly may come into contact with a floor support crossmember due to limited clearance between the front tires and the wood decking. This could cause tire damage or failure. (Correct by inspecting and replacing existing crossmember allowing sufficient clearance). |
| **Ford Motor Company** | | | | | |
| 82V-087<br>9-8-82 | Ford<br>B-600/700<br>Series | 1982 | 2 | 149 | Mfg. Campaign No. NR. System—Accelerator Rod/Return Spring Bracket. DOM—October 21, 1981—May 2, 1982. School Bus Chassis. Possibility that on certain vehicles the accelerator rod may come in contact with the accelerator return spring bracket. This could cause a momentary delay in the return of the accelerator linkage to the idle position. (Correct by inspecting and installing a new accelerator return spring bracket). |
| 82V-088<br>9-7-82 | Ford<br>Escort<br>Mercury<br>Lynx | 1983<br><br>1983 | 4 | 2,800 | Mfg. Campaign No. 442. System—Fuel Tank & Fuel Filler/Federal Motor Vehicle Safety Standard 301. DOM—August 16—26, 1982. Possibility that certain 3-door hatchback vehicles are not in compliance with Federal Motor Vehicle Safety Standard 301-75, "Fuel System Integrity". (Correct by inspecting and installing a brace between the right side rear quarter panel and the body side rail to improve rear impact resistance and protect the fuel tank and fuel filler system). |

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **General Motors Corporation** | | | | | |
| 82V-067<br>6-28-82 | GMC<br>Heavy-duty Trucks<br>Chevrolet<br>Heavy-duty Trucks | 1980 | 10 | 419 | Mfg. Campaign No. N/A. System—Aluminum Front Hubs. DOM—September 10, 1979—October 3, 1979. Heavy-duty Trucks. Possibility that on certain vehicles a deficiency in the barrel area of the aluminum hubs may result in cracks and ultimately failure (separation) of the hub. Continued operation after such a separation can result in (1) loss of vehicle control due to locked-up brake assembly, (2) a tire blowout and possible tire fire, and/or (3) a tire becoming disengaged from the truck. (Correct by inspecting and replacing aluminum hub and drum assembly with ferrous hub and drum assembly). |
| 82V-076<br>7-26-82 | Chevrolet<br>Camaro<br>Z-28<br>Pontiac<br>Firebird<br>Trans Am | 1982<br><br><br>1982 | 4 | 24,455 | Mfg. Campaign No. NR. System—Fuel Tanks. DOM—July 1981—July 19, 1982. Possibility that on certain vehicles equipped with fuel injection engines the fuel tank ventilator valve may produce a loud and persistent "whistle" during the venting of the tank. If the fuel filler cap is removed while this condition exists and the tank is over 3/4 full, gasoline may be forced out of the filler neck and onto persons standing nearby. This could result in a fire and burn injuries. (Correct by inspecting and replacing a vent valve and a pressure valve in a fuel system.) |
| 82V-080<br>8-14-82 | Buick<br>Regal | 1982 | 8 | 1,167 | Mfg. Campaign No. NR. System—Fuel/inlet pipe. DOM—August 20, 1981—April 5, 1982. Possibility under certain operating conditions, the fuel inlet pipe vibrated which may cause cracks in the pipe at the flare end at the carburetor. This condition can allow a fuel leak, and an underhood fire could occur. Such a fire could spread to the passenger compartment and cause burn injuries to the occupants. (Correct by inspecting and replacing fuel inlet pipe with a new improved pipe). |
| 82V-081<br>8-18-82 | Chevrolet<br>C-K-P-20<br>Truck<br>GMC<br>C-K-P-20<br>Truck | 1982<br><br><br>1982 | 10 | 8,881 | Mfg. Campaign No. NR. System—Rear Axle Shaft. DOM—March 5, 1982—June 14, 1982. Possibility the rear axle shafts may have been improperly heat treated. As a result, the shaft may break which could allow the tire and wheel assembly to separate from the vehicle. If this condition occurs while the vehicle is in motion, it could result in a loss of vehicle control and vehicle crash could occur without prior warning. (Correct by inspecting and replacing both rear axle shafts with properly heat treated axles). |
| 82V-089<br>9-15-82 | Chevrolet<br>Camaro<br>Pontiac<br>Firebird | 1982 | 9 | 172,863 | Mfg. Campaign No. NA. System—Seat Belt Anchorages/Federal Motor Vehicle Safety Standard 210. DOM—October 6, 1981—June 23, 1982. Possibility that certain vehicles were assembled with rear seat belt anchorages which fail to conform to the requirements of Federal Motor Vehicle Safety Standard 210, "Seat Belt Assembly Anchorages". The belt anchorages may pull through the underbody if substantial forces were to be applied. In the event of a vehicle crash, such failure would increase the likelihood of injury to the wearer. (Correct by inspecting and installing new retractor anchor bolts.) |
| **Grumman Flxible Corporation** | | | | | |
| 82V-077<br>7-16-82 | Grumman<br>Flxible<br>Advanced<br>Design<br>Transit<br>Coaches | 1982 | 2 | 140 | Mfg. Campaign No. NR. System—Side Windows/Federal Motor Vehicle Safety Standard 217. DOM—January—February 1982. Buses. Possibility that on certain vehicles side windows may not comply with Federal Motor Vehicle Safety Standard 217, "Bus Window Retention and Release." Also, the required low force application may ex- |

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Grumman Flexible Corporation—*Continued*** | | | | | |
| | | | | | the maximum requirements of 20 lbs. (Correct by inspecting and ensuring compliance.) |
| **Oshkosh Truck Corporation** | | | | | |
| 82V-083<br>8-23-82 | Oshkosh<br>Chassis<br>for motor<br>homes | 1979<br>1980<br>1981<br>1982 | 8 | 368 | Mfg. Campaign No. NR. System—Steering/Pitman Arm. DOM—March 1979 thru August 1982. Possibility that the Pitman arm cross bolt may not have adequate torque applied to secure the Pitman arm to the steering gear shaft properly. If this condition exists, the bolt may become loose which may cause the Pitman arm to not fully engage on the steering gear shaft. This will cause vehicle wandering when being steered. (Correct by inspecting and installing a kit to properly secure the Pitman arm). |
| **Paccar, Inc.** | | | | | |
| 82V-075<br>7-19-82 | Kenworth<br>C500-W900A | 1975<br>1976<br>1977<br>1978<br>1979<br>1980<br>1981 | 2 | 900 | Mfg. Campaign No. NR. System—Air Brakes/Federal Motor Vehicle Safety Standard 121. DOM—1975—1981. Trucks. Possibility that certain vehicles with optional hand valve for service brakes may have been plumbed incorrectly and thus are in noncompliance with Federal Motor Vehicle Safety Standard 121 "Air Brake Systems." In the event of a single failure, air could be depleted from the front and rear service systems simultaneously. (Correct by inspecting and making necessary plumbing change.) |
| 82V-074<br>7-19-82 | Kenworth<br>W900B | 1982 | 2 | 1,000 | Mfg. Campaign No. NR. System—Air Brakes/Federal Motor Vehicle Safety Standard 121. DOM—March—July 1, 1982. Trucks. Possibility that certain vehicles were manufactured without a single check valve in the front service tank of the air system in noncompliance with Federal Motor Vehicle Safety Standard 121, "Air Brake Systems." In the event of a single failure, air could be depleted from both front and rear service systems simultaneously. (Correct by inspecting and installing a single check valve). |
| 82V-082<br>8-18-82 | Peterbilt<br>Truck | 1982 | 2 | 5,000 | Mfg. Campaign No. NR. System—Seat. DOM—November 1981—August 16, 1982. Possibility that the proprietary seat may have a defect in the seat back adjustment mounting bracket which could cause it to crack and potentially separate. (Correct by inspecting and repairing or replacing seat back adjustment bracket). |
| 82V-090<br>9-14-82 | Kenworth<br>L700<br>Peterbilt<br>310 | 1982<br><br>1982 | 2 | 25 | Mfg. Campaign No. NR. System—Air Brake Hoses. DOM—March—August 1982. Trucks. Possibility that on certain vehicles there is a defect in the air hose system. During assembly hose pieces may have been left in the hose; these could block the hose or become lodged in an air valve preventing its proper operation. (Correct by inspecting for presence of pieces, and where found, air hoses or valves will be replaced). |
| **Strick Corporation** | | | | | |
| 82V-079<br>8-17-82 | Strick<br>Van Type<br>Doubles<br>Dolly | 1981<br>1982 | 6 | 295 | Mfg. Campaign No. NR. System—Parking Brake. DOM—October 1981-July 1982. Trailers. Possibility that certain vehicles have incorrect connections in the supply line to the dolly connection. This prevents the dolly and full trailer from having the ability to perform emergency or parking brake functions. Service brakes operate normally. (Correct by inspecting and refitting piping). |

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Volvo White Truck Corporation** | | | | | |
| 82V-068<br>6-28-82 | White Heavy-duty Truck | 1982 | 2 | 196 | Mfg. Campaign No. NR. System—Compliance Labels. DOM—March 25-April 15, 1982. Heavy-duty Trucks. Possibility that on certain vehicles the incomplete vehicle compliance labels installed contained typographical errors in the section referencing compliance to specific standards. (Correct by inspecting and furnishing correct compliance labels.) |
| 82V-069<br>6-28-82 | White Heavy-duty Truck | 1982 | 2 | 41 | Mfg. Campaign No. NR. System—Compliance Labels. DOM—March 25-April 15, 1982. Heavy-duty Trucks. Possibility that certain vehicles had compliance labels and documentation for "incomplete vehicles" and should have had complete vehicle certification labels. (Correct by inspecting and furnishing the correct label). |
| **Zimmer Motor Cars Corporation** | | | | | |
| 82V-073<br>7-21-82 | Zimmer Golden Spirit (altered version of 1979-82 Ford Mustang) | 1979<br>1980<br>1981<br>1982 | 6 | 247 | Mfg. Campaign No. NR. System—Headlamps/Federal Motor Vehicle Safety Standard 108. DOM—December 29, 1980-July 20, 1982. Possibility that on certain vehicles the headlamps are not in compliance with Federal Motor Vehicle Safety Standard 108 in that the headlamps incorporate fixed trim and a lens in front of the headlamps. (Correct by inspecting, removing fixed metal "spider" and lens and installing a plastic trim piece between the headlamps and the outer headlamps rim.) |
| 82V-086<br>9-8-82 | Zimmer Van Conversion | 1981 | 3 | 31 | Mfg. Campaign No. NR. System—Seat Belts/Federal Motor Vehicle Safety Standard 208. DOM—September 17, 1980-June 4, 1981. Vans. Possibility that on certain vehicles seat belts were not provided for designated seating positions at the horseshoe lounge and jump seat as required by Federal Motor Vehicle Safety Standard No. 208. (Correct by inspecting and installing seat belts). |

# FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **American Honda Motor Co., Inc.** | | | | | |
| 82V-071<br>7-16-82 | Honda<br>NU-50 | 1982 | 2 | 5,390 | Mfg. Campaign No. NR. System—Rear Wheel Fender. DOM—September 1981-December 1981. Motorcycles. Possibility that on certain vehicles the rear wheel fender air cleaner case stay may crack due to engine vibration. If the rider ignores the rattling noise and continues to operate the motorcycle, the two 6mm bolts may loosen allowing the fender to contact the rear tire resulting in possible wheel lockup and loss of control and/or vehicle crash. (Correct by inspecting and replacing the stay with a modified part). |
| **Jaguar Rover Triumph, Inc.** | | | | | |
| 82V-072<br>7-16-82 | Triumph<br>Spitfire<br>MG<br>MGB<br>MG<br>Midget | 1978<br>1979<br>1978<br>1979<br>1979 | 7 | 120 | Mfg. Campaign No. NR. System—Vehicle Identification Numbers and Certification Label/Federal Motor Vehicle Safety Standard #115. DOM—NR. Possibility that certain vehicles do not have vehicle identification numbers required by Federal Motor Vehicle Safety Standard No. 115 and/or a certification label required by Part 567. (Correct by inspecting and installing certification label and identification number.) |
| **Prevost Car, Inc.** | | | | | |
| 82V-093<br>9-22-82 | Prevost<br>LeMirage<br><br><br>Prestige<br><br><br>Champion | <br>1980<br>1981<br>1982<br>1980<br>1981<br>1982<br>1980<br>1981<br>1982 | 10 | 669 | Mfg. Campaign No. NR. System—Steering Wheel. DOM—January 1980-September 1982. Possibility that on certain vehicles the tightening torque of the nut retaining the steering wheel may be lower than required. This nut may loosen and permit the steering wheel to come off from the steering column shaft causing a loss of control and possible accident. (Correct by inspecting and retorquing the steering wheel retaining nut). |
| **Nissan Motor Corporation, USA** | | | | | |
| 82V-070<br>7-12-82 | Datsun<br>510 | 1979<br>1980<br>1981 | 8 | 118,747 | Mfg. Campaign No. NR. System—Seat Belts. DOM—June 1978-October 1980. Possibility that on certain vehicles seat belt assemblies manufactured by Fuji Kiko contain a defect which results in the inability to pull the webbing out of the seat belt retractor. (Correct by inspecting and replacing the defective assembly.) |
| 82V-084<br>9-8-82 | Datsun<br>HN10<br>(Hatchback) | 1979<br>1980 | 8 | 72,754 | Possibility that on certain vehicles the tail and brake lamp metal socket barrels have been insufficiently pressed into their plastic outer shells. This could lead to a poor or open ground circuit and could result in inoperative tail and brake lamps. (Correct by inspecting and replacing the rear combination lamp harness assembly). |

# MOTOR VEHICLE EQUIPMENT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Component Model or Size Designation | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|
| **Subaru of America, Inc.** | | | | |
| 82E-014<br>8-13-82 | Signal Flasher<br>TF659 | 11 | 2000 | The turn signal flasher mode TR659 does not comply with the requirements of Federal Motor Vehicle Safety Standard-108. The signals do not meet requirements for flash rate and percent current "on" time specified. (Correct by inspecting and replacing signal flashers with ones that meet the requirements of Federal Motor Vehicle Safety Standard-108). |
| **Drag Specialties, Inc.** | | | | |
| 82E-015<br>8-31-82 | Tail Lamp<br>Tombstone<br>Part #270090 and 270091 | 9 | 10,859 | The stop lamp, tail lamp, and reflex reflector functions do not comply with the photometric requirements of Federal Motor Vehicle Safety Standard No. 108. (Correction is being made by the manufacturer by refunding purchase price upon return of the lamps). |
| **Jayco Inc.** | | | | |
| 82E-016<br>8-31-82 | Slide in camper<br>Jaysportster | 9 | 90 | Noncompliance due to failure to provide truck camper loading information as required by Federal Motor Vehicle Safety Standard No. 126 and provision of incorrect camper weight data on certification plates. (Correct by furnishing owners loading booklet and center of gravity labels and correct certification labels.) |
| **Holland Hitch Company** | | | | |
| 82E-017<br>9-14-82 | Fifth Wheel<br>Hitch Sliding Fifth Wheel Assembly | 5 | 350,880 | Possibility a fatigue crash which initiates at the plunger window of the outboard support leg of the bracket subassembly could result in possible separation of the tractor and trailer. (Correct by inspecting and rewelding bracket and adding a support, and possible new brackets). |
| **Caterpillar Tractor Company** | | | | |
| 82E-018<br>9-13-82 | Cetane Injection<br>9N3771 Diesel Cold Weather Starting Aide | 9 | 272 | The Cetane injector cold weather starting aide has a filter which screws into the bottom of the tank. Due to vibration generated by the truck, the fuel filter's top connector breaks due to metal fatigue. This failure allows the Diesel Ignition Improver to spray out and if the tank is inside the engine compartment a fire could result. (Correct by inspecting and removing filters from bottom of tank and install a flexible hose from the bottom of the tank to the filter). |

# MOTOR VEHICLE TIRE RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Component Model or Size Designation | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|
| **Dunlop Tire & Rubber Corporation** | | | | |
| 82T-013<br>8-23-82 | Dunlop<br>M140/90-16 | 1 | 39,462 | M140/90-16 Dunlop Qualifer K127C rear axle motorcycle tires. Tires may have a ply ending in the lower sidewall sufficiently misplaced as to cause flex fatigue in the lower sidewall of the tire. (Correct by inspecting and replacing tires within the manufacturer's specified time at no cost to the consumer).<br>DOT IDENT.<br>DAIKMAI-331 thru DAIKMAI-152 |
| **General Tire and Rubber Company** | | | | |
| 82T-010<br>7-1-82 | General<br>Dual Steel II<br>Omni<br>Steel Belted<br>Radial<br>Electra<br>Steel Belted<br>Radial | 2 | 36,608 | General Dual Steel II. Omni Steel Belted Radials and Electra Steel Belted Radials, sizes P185/75R13, P195/75R14, P205/75R15, P215/75R15, and P225/75R15. Tires were produced with insufficient undertread in the center groove. In places, breaker wire is exposed. This condition may lead to corrosion of wire belts and result in component separation. (Correct by inspecting and replacing with new tire within 60 days from date of notification).<br>DOT IDENT.<br>General Dual Steel II Tires<br>P185/75R13 LVHAM26-122 thru 242<br>P195/75R14 LVKAM26-132 thru 242<br>P205/75R15 LVULM26-202 thru 242<br>P215/75R15 LVHFM26-212 thru 242<br>P225/75R15 LVHHM26-122 thru 242<br>Omni Steel Belted Radial Tires<br>P185/75R13 LVHA558-122 thru 242<br>P195/75R14 LVKA558-132 thru 242<br>P205/75R15 LVUL558-202 thru 242<br>P215/75R15 LVHF558-212 thru 242<br>P225/75R15 LVHH558-122 thru 242<br>P235/75R15 LVHL558-192 thru 242<br>Electra Steel Belted Radial<br>P185/75R13 LVHA576-122 thru 242<br>P195/75R14 LVKA576-132 thru 242<br>P205/75R15 LVUL576-202 thru 242<br>P215/75R15 LVHF576-212 thru 242<br>P225/75R15 LVHH576-122 thru 242<br>P235/75R15 LVHL576-192 thru 242 |
| **Goodyear Tire and Rubber Company** | | | | |
| 82T-012<br>7-22-82 | Goodyear<br>P265/60R-15 | 2 | 825 | P265/60R-15 Eagle NCT Tubeless Radial Tires. Tires may have small voids in the shoulder area caused by insufficient stitching pressure at the building machine. In service, the voids could result in tread chipping, chunking or separation which will cause vibration and handling problems. (Correct by inspecting and replacing tire with new one within 60 days from notification at no cost to the consumer).<br>DOT IDENT:<br>MKTPRT0092<br>MKTPRT0102<br>MKTPRT0112<br>MKTPRT0122 |

| NHTSA Ident. No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Lee Tire and Rubber Company** | | | | | |
| 82T-011<br>7-22-82 | Laramie<br>P195/75R-14 | | 2 | 454 | P195/75R-14 Laramie Tempra All Season Tires. The defects involved resulted from a broken drill bit protruding .150'' in the mold, which penetrated the cured tires to the ply cord in the sidewall area. The tires will not leak air but moisture and grit may enter the hole and ultimately cause a failure. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to the consumer.)<br>DOT IDENT:<br>JRKALL222<br>JFKALL232<br>JFKALL242<br>JFKALL252 |

JUL 1 9 1983

TD 8.9/2:982/4

January 1, 1982 to December 31, 1982

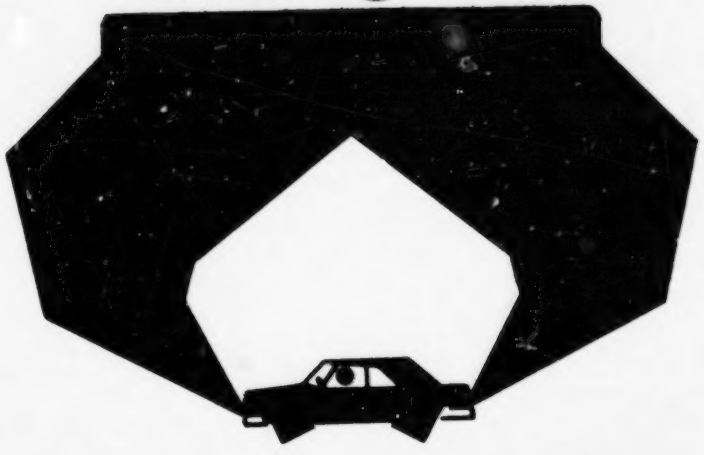
DOT-HS-806-435

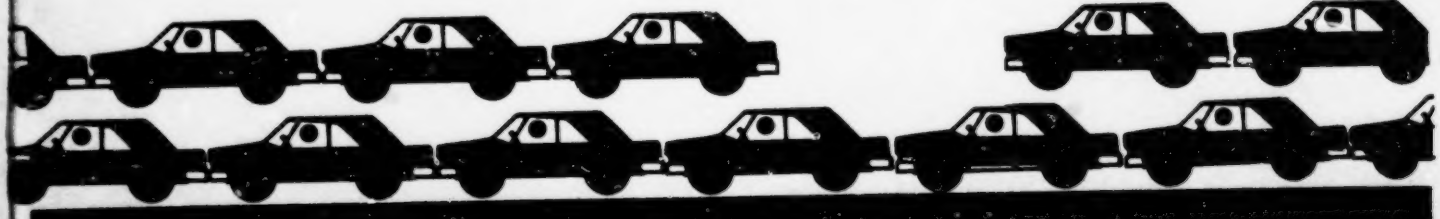
COMPLETED

ORIGINAL

# Safety Related Recall Campaigns for Motor Vehicles and Motor Vehicle Equipment, Including Tires

TES 529





Reported to the National Highway Traffic Safety Administration
By Domestic and Foreign Vehicle Manufacturers

U.S. Department of Transportation • National Highway Traffic Safety Administration

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| Chrysler Corporation | 2 |
| Coachman Industries, Incorporated | 3 |
| Coleman Company, Incorporated | 3 |
| Dakota Manufacturing Company, Incorporated | 4 |
| DeLoren Motor Company | 4 |
| El Dorado R.V., Incorporated | 4 |
| E Z Loader Boat Trailers, Incorporated | 5 |
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# INTRODUCTION

Section 151 of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, requires that if a manufacturer—

> "(1) obtains knowledge that any motor vehicle or item of replacement equipment manufactured by him contains a defect and determines in good faith that such defect relates to motor vehicle safety; or
>
> "(2) determines in good faith that such vehicle or item of replacement equipment does not comply with an applicable Federal motor vehicle safety standard prescribed pursuant to section 103 of this Act;
>
> he shall furnish notification to the Secretary and to owners, purchasers, and dealers, in accordance with section 153, and he shall remedy the defect or failure to comply in accordance with section 154."

The required notification is to be by first class mail to the first purchaser and by certified mail or more expeditious means to the dealer or dealers of the manufacturers.

The manufacturer is further required to furnish the Secretary of Transportation a true or representative copy of all notices, bulletins, and other communication to dealers or purchasers regarding defects in motor vehicles or motor vehicle equipment.

The National Highway Traffic Safety Administration has received numerous requests for information on defects in motor vehicles. In answer to these requests, the Administration publishes quarterly summary reports on defect campaigns conducted by domestic and foreign manufacturers. These summary reports are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, at a price established by the Superintendent of Documents. Annual cumulative editions of the reports will be published at the beginning of each calendar year.

Since manufacturers are not required to report to the Administration specific serial numbers of vehicles involved in recall campaigns, any information concerning defects on specific serial-numbered vehicles must be obtained from the dealer or manufacturer.

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## SUMMARY TABULATIONS

### *MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS*

*January 1, 1982—December 31, 1982*

| *Manufacturers Reporting* | *Number of Recall Campaigns* | *Number of Vehicles* |
|---|---|---|
| **I. DOMESTIC** | | |
| American Motors Corporation | 3 | 23,741 |
| AM General Corporation | 1 | 3,227 |
| Blue Bird Body Company | 2 | 2,900 |
| Brougham Industries, Incorporated | 1 | 24 |
| Chrysler Corporation | 8 | 77,243 |
| Coachman Industries, Incorporated | 1 | 331 |
| Coleman Company, Incorporated | 2 | 4,029 |
| Dakota Manufacturing Company, Incorporated | 1 | 9 |
| DeLoren Motor Company | 2 | 10,742 |
| El Dorado R.V., Incorporated | 1 | 233 |
| E Z Loader Boat Trailers, Incorporated | 1 | 1,804 |
| Fleetwood Enterprises, Incorporated | 3 | 521 |
| Ford Motor Company | 20 | 274,576 |
| Freightliner Corporation | 2 | 258 |
| General Motors Corporation | 15 | 938,461 |
| Gillig Corporation | 1 | 66 |
| Grumman Flxible Corporation | 2 | 229 |
| Harley-Davidson Motor Corporation | 2 | 18,028 |
| Holiday Rambler Corporation | 3 | 3,321 |
| International Harvester Company | 2 | 12,280 |
| Mack Trucks, Incorporated | 3 | 10,772 |
| Motor Coach Industries, Incorporated | 1 | 182 |
| National Coach Corporation | 1 | 116 |
| Oshkosh Truck Corporation | 1 | 368 |
| Outboard Marine Corporation | 1 | 1,361 |
| Paccar, Incorporated | 11 | 11,909 |
| Rockwell International | 1 | 1,812 |
| Strick Corporation | 1 | 295 |
| Thomas Built Buses, Incorporated | 1 | 185 |
| Transportation Manufacturing Corporation | 1 | 19 |
| U.S. Electricar Corporation | 1 | 24 |
| Utilimaster Corporation | 1 | 270 |
| Vintage Reproduction, Incorporated | 1 | 110 |
| Volvo White Truck Corporation | 6 | 1,390 |
| Zimmer Motor Vans | 3 | 356 |
| TOTAL | 107 | 1,401,192 |

## II. FOREIGN

| | | |
|---|---|---|
| Alfa Romeo, Incorporated | 1 | 8,582 |
| American Honda Motor Company, Incorporated | 1 | 5,390 |
| American Isuzu Motors, Incorporated | 1 | 2,070 |
| Aurora Cars Limited | 1 | 31 |
| BMW of North America, Incorporated | 3 | 6,139 |
| Iveco Trucks of North America, Incorporated | 1 | 42 |
| Jaguar Rover Triumph, Incorporated | 2 | 3,838 |
| Kawasaki Motors Corporation U.S.A. | 1 | 1,200 |
| Mitsubishi Motor Sales of America, Inc. | 1 | 1,849 |
| Nissan Motor Company | 3 | 209,583 |
| Prevost Car, Incorporated | 4 | 1,586 |
| Subaru of America, Incorporated | 2 | 137,864 |
| Toyota Motor Corporation | 1 | 393 |
| Volkswagen of America, Incorporated | 4 | 102,434 |
| Volvo of America Corporation | 1 | 31,420 |
| Volvo White Truck Corporation | 1 | 499 |
| TOTAL | 28 | 512,920 |

## III. EQUIPMENT

| | | |
|---|---|---|
| ARA Manufacturing Company | 1 | 2,021 |
| Caterpillar Tractor Company | 1 | 272 |
| Century Products, Incorporated | 1 | 61,845 |
| Cummins Engine Company, Incorporated | 2 | 1,005 |
| Drag Specialties, Incorporated | 2 | 13,891 |
| Dana Corporation | 4 | 62,628 |
| Geneva Wheel & Stamping Corporation | 1 | 25 |
| Hayden, Incorporated | 1 | 86,474 |
| Holland Hitch Company | 1 | 350,880 |
| International Manufacturing Company | 1 | 40,986 |
| Jayco, Incorporated | 1 | 90 |
| Rockwell International | 1 | 18,672 |
| Silver Eagle Manufacturing Company | 1 | 1,450 |
| Subaru of America, Incorporated | 1 | 2,000 |
| Trico Products Corporation | 1 | 225,000 |
| Tridon, Incorporated | 1 | 12,974 |
| Vapor Corporation | 1 | 122 |
| Victor Automotive Products | 1 | 36,000 |
| TOTAL | 23 | 916,335 |

## IV. TIRES

| | | |
|---|---|---|
| Armstrong Rubber Company | 2 | 4,198 |
| Atlas Supply Company | 1 | 30 |
| Cooper Tire and Rubber Company | 4 | 2,627 |
| Dunlop Tire and Rubber Company | 3 | 46,219 |
| Firestone Tire and Rubber Company | 2 | 21,798 |
| General Tire and Rubber Company | 1 | 36,608 |
| Goodyear Tire and Rubber Company | 2 | 8,625 |
| Lee Tire and Rubber Company | 2 | 11,454 |
| TOTAL | 17 | 131,559 |

## ORDERING DATA

If only one particular detailed report of a recall is required, it can be obtained by contacting the Chief, Technical Reference Service, Technical Services Division (Code NAD–52), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

# DOMESTIC SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **American Motors Corporation** | | | | | |
| 82V-053<br>5-17-82 | AMC<br>Concord<br>Eagle | 1982<br>1982 | 3 | 509 | Mfg. Campaign No. 8202 System—Windshield. DOM—October 13—16, 1981. Possibility that on certain vehicles the windshield may have been improperly installed with incomplete adhesion between the windshield glass and urethan sealant. (Correct by inspecting, removing and reinstalling windshield.) |
| 82V-125<br>12-6-82 | Jeep<br>Wagoneer<br>Cherokee | 1982<br>1982<br>1982 | 3 | 13,532 | Mfg. Campaign No. NR. System—Transmission Lubricant. DOM—April 1981—March 1982. Possibility that certain vehicles equipped with a T4 or T5 manual transmission may experience inadequate transmission lubrication. In an extreme case, the transmission could be damaged to the degree that it is rendered inoperative. (Correct by inspecting, removing original production lubricant, and replace it with the specified extreme pressure (EP) lubricant.) |
| 82V-126<br>12-6-82 | AMC<br>Concord<br>Spirit<br>Eagle | 1982<br>1982<br>1982<br>1982 | 3 | 9,700 | Mfg. Campaign No. NR. System—Transmission Lubricant. DOM—April 1981—March 1982. Possibility that certain vehicles equipped with a T4 or T5 manual transmission may experience inadequate transmission lubrication. In an extreme case, the transmission could be damaged to the degree that it is rendered inoperative. (Correct by inspecting, removing original production lubricant, and replace it with the specified extreme pressure (EP) lubricant.) |
| **AM General Corporation** | | | | | |
| 82V-057<br>5-26-82 | AMC<br>FJ8<br>FJ8B | 1972<br>1973<br>1974<br>1975 | 4 | 3,227 | Mfg. Campaign No. N.R. System—Front Wheel Spindle. DOM—April 3, 1972—May 9, 1975. Trucks. 1/2 ton Delivery. Possibility that certain vehicles are subject to cracks in the area of the radius adjacent to the inner wheel bearing on the front spindle assembly. (Correct by inspecting and replacing left and right spindles with a strength-improved version.) |
| **Blue Bird Body Company** | | | | | |
| 82V-029<br>3-24-82 | Blue Bird<br>All American | 1981<br>1982 | 3 | 1,500 | Mfg. Campaign No. NR. System—Brake Hoses. DOM—January 1, 1981—January 31, 1982. School Buses, Possibility that certain vehicles are subject to spring brake hose failure. (Correct by inspecting and replacing suspect brake hoses.) |
| 82V-116<br>11-23-82 | Blue Bird<br>All American<br>City Bird<br>Wanderlodge | 1982<br>1982<br>1982<br>1982 | 3 | 1,400 | Mfg. Campaign No. NR. System—Steering Column Coupling. DOM—November 8, 1981—November 2, 1982. School Buses. Possibility that certain vehicles contain imperfectly formed serrations in steering column coupling. (Correct by inspecting and replacing coupling if necessary.) |
| **Brougham Industries, Incorporated** | | | | | |
| 82V-042<br>4-19-82 | Brougham<br>R228 | 1982 | 5 | 24 | Mfg. Campaign No. NR. System—LP Gas Line. DOM—January 28—April 16, 1982. Possibility that on certain vehicles built on GMC and Chevrolet chassis the LP gas line between the LPG tank and fuel burning appliances may have been improperly routed and subject to damage from the movement of the rear axle and suspension system. If piping is ruptured, it will cause a slight or massive LP gas leak. LPG system should be turned off at the tank valve until defect is remedied. If ignited, LPG can cause a fire or explosion. (Correct by inspecting by LPG lines and rercuting to avoid any possible damage.) |

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| **Chrysler Corporation** | | | | | |
| 82V-011<br>1-26-82 | Plymouth<br>Horizon<br>Dodge<br>Omni | 1980<br><br>1980 | 2 | 14,500 | Mfg. Campaign No. 309. System—Suspension/Ball Joint Bolts. DOM—November 1979. Possibility that on certain vehicles bolts used to attach the front suspension ball joints to the control arms may fall due to a bolt section crack condition. Such failure may result in ball joint separation from the arm, possibly affecting vehicle directional controlability. (Correct by inspecting all joints and replacing ball joint to control arm attaching bolts (4 per car)). |
| 82V-055<br>5-24-82 | Chrysler<br>LeBaron<br>Town & Country<br>Plymouth<br>Reliant<br>Horizon<br>Dodge<br>400<br>Aries<br>Omni<br>Rampage<br>trucks | <br>1982<br>1982<br><br>1982<br>1982<br><br>1982<br>1982<br>1982<br>1982 | 3 | 4,000 | Mfg. Campaign No. 315. System—Ball joint to steering knuckle attaching bolts. DOM—April 14—20, 1982. Possibility that on certain vehicles the bolts used to attach the front suspension ball joints to the steering knuckles may eventually fail due to bolt section crack condition. This failure can result in ball joint separation from the knuckle and affect vehicle directional controllability. (Correct by inspecting and replacing the ball joint to steering knuckle attaching bolts—2 per car.) |
| 82V-063<br>6-9-82 | Chrysler<br>LeBaron<br>Plymouth<br>Reliant<br>Dodge<br>400<br>Aries | 1982<br><br>1982<br><br>1982<br><br>1982 | 5 | 69 | Mfg. Campaign No. 316. System-Brake Fuild. DOM—May 24—25, 1982. Possibility that on certain vehicles the brake hydraulic systems may have been filled with brake fluid containing an excessive quantity of water. (Correct by inspecting and refilling with fresh brake fluid.) |
| 82V-085<br>9-3-82 | Plymouth<br>Reliant<br>Dodge<br>400<br>Aries<br>Chrysler<br>LaBaron | 1983<br><br><br>1983<br>1983<br><br>1983 | 6 | 1,236 | Mfg. Campaign No. 323. System—Brakes. DOM—August 1982. Possibility that on certain vehicles hydraulic brake tube routing to the rear wheels may allow interference between the tube and the rear park brake cable. Abrasion resulting from such interference may result in tube failure and partial loss of braking capability. The instrument panel light will provide warning of the partial system loss. (Correct by inspecting for proper routing and relocating tubes to ensure proper clearance.) |
| 82V-091<br>9-17-82 | Dodge<br>600<br>Dodge<br>600ES<br>Chrysler<br>E-Class | 1983<br><br><br>1983<br><br>1983 | 4 | 5,234 | Mfg. Campaign No. 325. System—Fuel Filler Pipe Cap. DOM—August—September 1982. Possibility that on certain vehicles equipped with an electrical fuel filler door release which is activated through a solenoid mounted on the backside of the fuel filler tube housing there exists the potential for electrical arcing at the fuel filler pipe cap. Such arcing could ignite fuel vapors. (Correct by inspection and installing a solenoid to vehicle ground wire to eliminate any arcing potential). |
| 82V-092<br>9-21-82 | Dodge<br>400<br>Dodge<br>600<br>Chrysler<br>E-Class<br>Chrysler<br>LeBaron | 1983<br><br>1983<br><br>1983<br><br>1983 | 5 | 479 | Mfg. Campaign No. 326. System—Engine Ignition Wiring. DOM—August—September 1982. Possibility that on certain vehicles equipped with an optional Travel Computer System there is a misconnection of the wiring. The wiring connection which should be to the positive terminal of the engine ignition system coil may have instead been connected to the negative coil terminal. This misconnection may cause a loss of ignition with inability to re-start the engine. (Correct by inspecting the wire connection and, if found improper, the wire will be removed and connected to the proper coil terminal.) |

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| **Chrysler Corporation — continued** | | | | | |
| 82V-095<br>9-25-82 | Dodge<br>Van<br>Wagon<br>Pickup<br>Ramcharger<br>Plymouth<br>Voyager | 1983<br>1983<br>1983<br>1983<br>1983<br>1983 | 4 | 1,725 | Mfg. Campaign No. 209T. System—Ignition Switches. DOM—August—September 1982. Possibility that on certain vehicles equipped with manual transmissions the ignition switches installed may have been distorted during a crimping operation, resulting in cracking of the internal plastic contact carrier of the switch. Pieces of a cracked carrier may break away, permitting abnormal switch electrical contact and the potential for engine cranking when the switch is turned to the accessory position. Limited vehicle movement could occur. (Correct by inspecting and replacing suspect ignition switches). |
| 82V-123 | Plymouth<br>Reliant<br>Dodge<br>400<br>600<br>Aries<br>Chrysler<br>E-class<br>LeBaron | 1983<br>1983<br>1983 | 2 | 50,000 | Mfg. Campaign No. 330. System—Hydraulic Brake Tubing. DOM—August—November 1982. Possibility that on certain vehicles the hydraulic brake tubing routed to the left rear wheel may have been distorted during assembly, allowing interference between the tube and an exhaust system hanger bolt. The resulting abrasion may fail the tube, causing partial loss of braking capability. Instrument panel light will provide warning of the partial system loss. (Correct by inspecting, relocating the tube, if necessary, and installing a tube retention clip to ensure adequate tube to bolt clearance. |
| **Coachmen Industries, Incorporated** | | | | | |
| 82V-039<br>4-16-82 | Coachmen<br>Van<br>Conversion<br>Sportcoach<br>Van<br>Conversion | 1982<br>1982 | 1 | 331 | Mfg. Campaign No. NR. System—Seat Belt Assembly/Federal Motor Vehicle Safety Standard No. 208. DOM—September 1, 1981—April 5, 1982. Van Conversion. Possibility that certain vehicles were equipped with Type 1 instead of Type 2 seat belt assemblies at the front designated seating positions. This is in non-compliance with Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection. (Correct by inspecting and replacing Type 1 seat belt assembly with the proper Type 2 seat belt assembly.) |
| **Coleman Company, Incorporated** | | | | | |
| 82V-002<br>1-5-82 | Coleman<br>Sun Valley<br>Colonial<br>Redwood V | 1981 | 6 | 133 | Mfg. Campaign No. NR System—LP Gas Hose. DOM—November 23—December 9, 1981. Camping trailers. Possibility that on certain vehicles a leak may occur between the rubber hose and furrle type nipple fitting attached to the hose end. This was due to either "bad" or "undersized" furrle nipples. The leak rate is relatively small and the furrle is not blown off the hose when it is subjected to 200 times operating pressure. (Correct by inspecting and installing defect-free hoses.) |
| 82V-014<br>2-9-82 | Coleman<br>Camping Trailers<br>Pickup Campers | 1982 | 5 | 3,896 | Mfg. Campaign NR. System—Propane Gas Line/Flare Nuts. DOM—August 14, 1981—February 4, 1982. Possibility that on certain vehicles there is installed defective propane gas line half union flare nuts. These units can fracture and the flare can pull away from its seat with a leak resulting. (Correct by inspecting and installing defect-free flare nuts.) |

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| **Dakota Mfg. Co., Inc.** | | | | | |
| 82V-078<br>7-30-82 | Dakota<br>D20T<br>D20T | <br>1981<br>1982 | 8 | 9 | Mfg. Campaign No. NR. System—Frame/Crossmember. DOM—1981—1982. Possibility that on certain vehicles the tires of the front axle assembly may come into contact with a floor support crossmember due to limited clearance between the front tires and the wood decking. This could cause tire damage or failure. (Correct by inspecting and replacing existing crossmember allowing sufficient clearance.) |
| **DeLorean Motor Company** | | | | | |
| 82V-006<br>1-19-82 | DeLorean<br>DeLorean | <br>1981 | 10 | 5,400 | Mfg. Campaign No. NR. System—Throttle Linkage. DOM—March—December 1981. Possibility that on certain vehicles in very cold weather moisture that enters or may be present in the throttle cable housing may freeze, causing the throttle to stick. Insufficient slack in the throttle cable inside the engine compartment may cause the cable to bind, keeping the throttle slightly open. This could result in a vehicle crash or loss of control. (Correct by inspecting and repairing throttle linkage to prevent moisture from entering cable housing and adjusting the cable to ensure adequate slack in the engine compartment.) |
| 82V-030<br>3-26-82 | DeLorean<br>All | 1981<br>1982 | 2 | 5,342 | Mfg. Campaign No. NR—System—Electrical/Inertia Switch—DOM—March 1981—March 12, 1982. Possibility that on certain vehicles an inertia switch designed to break the electrical circuit to the fuel pump may be subject to high contact point resistance inside the switch. This could cause the switch to run too hot, possibly resulting in switch failure. (Correct by inspecting and replacing the inertia switch with an improved version.) |
| **El Dorado R.V. Inc.** | | | | | |
| 82V-059<br>6-3-82 | El Dorado<br>Falcon | 1980<br>1981<br>1982 | 7 | 233 | Mfg. Campaign No. NR. System—Cross Members. DOM—March 1980—March 1, 1982. Buses. Possibility that certain vehicles contain cross members which are weak and may collapse causing the center of the coach to drop and rub on the fuel tank. In time, this could result in a puncture of the tank and a fuel tank explosion. (Correct by inspecting and installing reinforcements to cross member mounts.) |

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| **EZ Loader Boat Trailers, Incorporated** | | | | | |
| 82V-001<br>12-31-81 | EZ Loader<br>With carrying capacity 1500-5400 lbs. | 1981 | 3 | 1,804 | Mfg. Campaign No. NR. System—Axle/Spindle. DOM—September 1—November 1, 1981. Boat trailers. Possibility that on certain vehicles the spindles (one on each end) which connect the axle to the wheels may have a tendency to fracture when subjected to repeated jolts or stress, causing the wheel and tire to detach from the trailer. This could force the towing vehicle off the road or cause vehicle crash without prior warning. (Correct by inspecting and replacing the defective spindles.) |
| **Fleetwood Enterprises, Incorporated** | | | | | |
| 82V-025<br>3-5-82 | Prowler Lite<br>Wilderness Lite<br>Taurus Lite<br>DB<br>Prowler Lite<br>Wilderness Lite<br>Taurus Lite<br>5DE | 1982<br><br><br><br>1982 | 9 | 336 | Mfg. Campaign No. 1-82. System—Electric Brake/Wiring. DOM—September 8, 1981—March 2, 1982. Travel Trailers. Possibility that on certain vehicles electric brake wires routed along the rear side of the axle may be damaged or cut by a steel angle bracket that supports the trailer water tank when the axle is subjected to extreme upward movement. Damage to the brake service wires could result in brake failure. (Correct by inspecting and relocating brake wiring.) |
| 82V-032<br>4-2-82 | Fleetwood<br>Prowler Lite<br>Wilderness Lite | <br>1982<br>1982 | 6 | 30 | Mfg. Campaign No. NR. System—LP Gas Line. DOM—October 1981—January 1982. Travel trailers. Possibility that on certain vehicles the LP gas tubing which is routed on frame over the axle may be damaged or cracked by the axle when the axle is subjected to extreme upward movement. Damage to the LP gas tubing could, without warning, cause gas leakage that might result in a trailer vehicle fire that could cause injury or death or a vehicle crash. (Correct by inspecting and relocating the LP gas tube.) |
| 82V-111<br>11-10-82 | Prowler Lite<br>DB<br>DE<br>5DE<br>Wilderness Lite<br>DB<br>DE<br>5DE | <br>1982<br>1982<br>1982<br><br>1982<br>1982<br>1982 | 6 | 155 | Mfg. Campaign No. NR. System—Electrical/Battery Compartment Wires. DOM—November 1981—May 1982. Travel Trailers. Possibility that certain vehicles may have 12 volt electrical wires passing through a sharp edged opening in the metal battery compartment that, without warning, could cut through the wire insulation causing an electrical short circuit that might result in a trailer vehicle fire that could cause injury or death, or a vehicle crash. (Correct by inspecting, and if protective rubber grommet is missing, installing a grommet and repairing any wiring damage.) |

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## Ford Motor Company

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| 82V-004<br>1-7-82 | Ford<br>E-100/150/250/350<br>Club Wagon | 1982<br><br>1982 | 5 | 378 | Mfg. Campaign No. 432. System—Transmission Shift Rod. DOM—December 1-2, 1981. Possibility that on certain vehicles the shift rod in the transmission shift linkage may not be properly seated in the retention grommet of the steering column shift lever assembly. If the shift rod were to disengage, the transmission would remain in the last function selected before separation—neutral, reverse, drive or park—even though the gear selector lever had been moved. This could create the potential for unexpected vehicle movement which could result in an accident and personal injuries. (Correct by inspecting and properly seating the shift rod attachment.) |
| 82V-023<br>3-9-82 | Ford<br>LN-7000 Series<br>Chassis<br>Cabs | 1982 | 2 | 99 | Mfg. Campaign No. NR. System—Starter Cable/Brake Tube. DOM—November 2—December 1, 1981. Heavy-duty Trucks. Possibility that certain vehicles were built with the positive starter cable misindexed at the starter solenoid connection. This could cause the starter cable to contact a steel brake tube. Should such contact cause cable insulation damage and produce an electrical short circuit, a hole could be formed in the brake tube with resultant loss of brake fluid and impaired braking. Parking brakes would be unaffected. (Correct by inspecting and reindexing the positive starter cable at the starter solenoid.) |
| 82V-024<br>3-9-82 | Ford<br>F-100<br><br>F-150<br><br>F-250<br><br>F-350 | 1980<br>1981<br>1980<br>1981<br>1980<br>1981<br>1980<br>1981 | 2 | 12,500 | Mfg. Campaign No. NR. System—Spare Tire Carrier. DOM—May 1, 1980—May 1, 1981. Pickup Trucks. Possibility that on certain vehicles, equipped with operational side-mounted, in-box spare tire carriers, the reinforcement for the in-box spare tire carriers may have been attached using incorrect hex bolts rather than the released Torx round head bolts. Under certain conditions the outer sidewall of the tire may come in contact with the sharp edge of a hex head bolt and possibly result in abrasion of the sidewall. If the spare tire damage is not noticed when used as a replacement, the tire could fail in use with a sudden loss of air pressure. (Correct by inspecting and, as necessary, replacing the attaching bolts and spare tire.) |

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| **Ford Motor Company -- continued** | | | | | |
| 82V-027<br>3-23-82 | Ford<br>F,C,L-Series | 1974<br>1975<br>1976<br>1977<br>1978<br>1979<br>1980<br>1981 | 4 | 3,270 | Mfg. Campaign No. 435. System—Throttle Return/Federal Motor Vehicle Safety Standard No. 124. DOM—August 31, 1973—May 20, 1981. Medium and heavy-duty trucks. Possibility that on certain vehicles equipped with engines converted for LPG fuel usage the throttles may not return completely to idle under certain conditions with one of the two accelerator control return springs inoperative. Thus, these vehicles are in noncompliance with Federal Motor Vehicle Safety Standard No. 124. Accelerator Control Systems. (Correct by inspecting and modifying throttle to meet the requirements of Federal Motor Vehicle Safety Standard No. 124.) |
| 82V-031<br>3-31-82 | Ford<br>Granada<br>Mercury<br>Cougar | 1982 | 18 | 116 | Mfg. Campaign No. 436. System—Fuel Fittings/Engine Compartment. DOM—August 1, 1981—March 23, 1982. Possibility that certain vehicles may have been produced with improperly tightened propane fuel fittings in the engine compartment. If a propane leak were to occur from such a fitting connection, in the presence of an ignition source, the potential for a fire would exist. A propane leak could occur with the vehicle in use or parked; however, the greater risk of fire is while parked, particularly in an enclosed area where fuel might accumulate. (Correct by inspecting, replacing and sealing certain fuel system connections.) |
| 82V-033<br>4-6-82 | Ford<br>Ranger | 1983 | 2 | 24 | Mfg. Campaign No. NR. System—Muffler Grass Shields. DOM—January 26—February 11, 1982. Light trucks. Possibility that certain vehicles equipped with high altitude engine emission systems were produced without specified muffler grass shields installed beneath the muffler surface. After certain driving conditions which result in high exhaust temperatures, surface temperatures of the exposed muffler could possibly ignite some ground covers if they come in contact with the muffler. (Correct by inspecting and installing muffler grass shields.) |
| 82V-041<br>4-21-82 | Lincoln<br>Continental | 1982 | 2 | 15,988 | Mfg. Campaign No. NR. System—Fuel Filler. DOM—August 1981—March 29, 1982. Possibility that certain vehicles may have been produced with an inadequate seal between the fuel filler pipe housing assembly and the fuel filler opening-collar assembly. Two attaching screws at the bottom of this joint were omitted during assembly. This condition could allow a small quantity of overflow fuel to leak into the right rear fender well. Suck leakage could be ignited by nearby electrical components. (Correct by inspecting and installing two missing fasteners and a lower flange reinforcement.) |
| 82V-045<br>5-4-82 | Ford<br>Escort<br>EXP<br>Mercury<br>Lynx<br>LN7 | <br>1982<br>1982<br><br>1982<br>1982 | 2 | 113,000 | Mfg. Campaign No. NR. System—Air Conditioner/Heater Blower. DOM—August 1, 1981—March 10, 1982. Possibility that certain vehicles equipped with optional air conditioning are subject to locked blower armatures or malfunctions. Thus, the resistor coils may overheat causing melting and possible ignition of the polypropylene evaporator housing with vehicle damage. (Correct by inspecting and installing a new blower motor resistor assembly with a lower temperature thermal limiter.) |

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| **Ford Motor Company — continued** | | | | | |
| 82V-087<br>9-8-82 | Ford<br>B-600/700 Series | 1982 | 2 | 149 | Mfg. Campaign No. NR. System—Accelerator Rod/Return Spring Bracket. DOM—October 21, 1981—May 2, 1982. School Bus Chassis. Possibility that on certain vehicles the accelerator rod may come in contact with the accelerator return spring bracket. This could cause a momentary delay in the return of the accelerator linkage to the idle position. (Correct by inspecting and installing a new accelerator return spring bracket). |
| 82V-088<br>9-7-82 | Ford<br>Escort<br>Mercury<br>Lynx | 1983<br><br>1983 | 4 | 2,800 | Mfg. Campaign No. 442. System—Fuel Tank & Fuel Filler/Federal Motor Vehicle Safety Standard 301. DOM—August 16—26, 1982. Possibility that certain 3-door hatchback vehicles are not in compliance with Federal Motor Vehicle Safety Standard 301-75, "Fuel System Integrity". (Correct by inspecting and installing a brace between the right side rear quarter panel and the body side rail to improve rear impact resistance and protect the fuel tank and fuel filler system.) |
| 82V-098<br>10-5-82 | Ford<br>F-250/350 Series | 1982 | 2 | 53 | Mfg. Campaign No. 443. System—Outside Rearview Mirrors. DOM—August 1981—June 1982. Pickup Trucks. Possibility that certain vehicles were shipped to dealers without the installation of driver's side and passenger's side outside rearview mirrors and therefore, did not meet the requirement of FMVSS No. 111. (Correct by inspecting and installing mirrors). |
| 82V-099<br>10-6-82 | Ford<br>LTD | 1982 | 2 | 4,967 | Mfg. Campaign No. NR. System—Steering Column Shift Cane Lever. DOM—June 4-25, 1982. Possibility that certain vehicles were produced with an incorrect insulator installed in the steering column shift cane lever. If the shift linkage were to disengage from the shift lever, the operator could no longer select the transmission function and the transmission would remain in the function last selected, i.e., park, neutral, forward or reverse gear. (Correct by inspecting and, if necessary, installing new insulators.) |
| 82V-100<br>10-6-82 | Ford<br>Fairmont<br>Mercury<br>Zephyr | 1982<br>1983<br>1982<br>1983 | 2 | 2,089 | Mfg. Campaign No. NR. System—Transmission Park Actuating Lever Rod Springs. DOM—March 9—August 14, 1982. Possibility that certain vehicles equipped with C-3 automatic transmissions, column-mounted gear shift selector levers may contain defective transmission park actuating lever rod springs. Thus, the spring action may be insufficient to cause engagement of the parking pawl when the gear shift lever is placed in the "park" position. Thus, if the parking brake is not set the vehicle could roll. (Correct by inspecting and replacing the transmission park actuating lever rod springs). |
| 82V-104<br>10-19-82 | Ford<br>E-250/350<br><br>F-250/350 | <br>1982<br>1983<br>1982<br>1983 | 2 | 74,985 | Mfg. Campaign No. NR. System—Rear Axle Assembly. DOM—October 29, 1981—September 27, 1982. Vans and light trucks. Possibility that on certain vehicles rear axle assemblies containing revised-design lock wedges may disengage from the axle retaining nuts. Such disengagement could cause partial or complete separation of the rear axle assembly from the wheel and brake assembly. Complete separation would be preceded by loss of rear wheel braking, |

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| **Ford Motor Company — continued** | | | | | |
| | | | | | noticeable noise, and loss of power to the rear wheels. Front wheel braking would be unaffected. (Correct by inspecting and installation of the prior design level locking wedges.) |
| 82V-105<br>10-19-82 | Ford<br>F-250/350 | 1983 | 2 | 600 | Mfg. Campaign No. NR. System—Hood Hinge Link Assemblies. DOM—August—October 12, 1982. Light Trucks. Possibility that certain vehicles were produced with hood hinge link assemblies that may be susceptible to disengagement of the hood-assist spring due to distortion caused by torsional stress. If such disengagement occurred the remaining hood hinge assembly could not keep the hood open and it would fall under its own weight. A spring could forcefully separate from the hinge assembly exposing nearby individuals to possible injuries. (Correct by inspecting and replacing both hood hinge link assemblies.) |
| 82V-119<br>12-2-82 | Ford<br>F-600/700/<br>800--<br><br>B-600/700/<br>800-- | 1981<br>1982<br>1983<br><br>1981<br>1982<br>1983 | 2 | 4,617 | Mfg. Campaign No. NR. System—Hand Throttle Controls. DOM—August 1981—November 19, 1982. Truck and bus chassis. Possibility that certain vehicles may have been produced with an incorrect end clamp on the hand throttle actuating cable. Under certain conditions the throttle cable end clamp may interfere with the outboard accelerator return spring. Thus, the throttle may not return to the idle position upon release of the accelerator pedal. Vehicle control could be maintained by disengaging the clutch on manual transmission vehicles or placing transmission in "Neutral." (Correct by inspecting and, if necessary, replacing hand throttle cable end clamps.) |
| 82V-120<br>12-2-82 | Ford<br>F-600/700<br>800-- | 1980<br>1981 | 2 | 33,863 | Mfg. Campaign No. NR. System—Brake Master Cylinder to Chassis Tube & Hose Assemblies. DOM—August 1979—April 1981. Trucks. Possibility that certain vehicles were produced with brake master cylinder to chassis tube and hose assemblies that were located in a position that may be susceptible to chafing during vehicle use. Chafing may cause tube or hose wear and subsequent loss of brake fluid. If loss of fluid is undetected, a complete loss of service braking could result. (Correct by inspecting and replacing assembly, rerouting brake tube and hose, and installing brake line retaining clips if necessary.) |
| 82V-124<br>12-7-82 | Ford<br>E-250/350<br>F-250/350 | 1983<br>1983 | 3 | 650 | Mfg. Campaign No. NR. System—Electric Fuel Pump Circuit. DOM—September 20—October 21, 1982. Possibility that certain vehicles and approximately 1,000 service kits were equipped with a diode in the electric fuel pump circuit of inadequate capacity to withstand current draw during engine starting. Such current could cause a short circuit in the electrical supply to the fuel pump resulting in engine stalling after less than a minute of engine operation. Engine could be restarted and would run 5-10 seconds. (Correct by inspecting and installing a higher capacity diode in the fuel pump circuit.) |
| 82V-127<br>12-8-82 | Ford<br>F-350<br>Chassis<br>Cabs<br><br>F-350 | 1983<br><br><br>1983 | 2 | 67 | Mfg. Campaign No. 450. System—Fuel Tank "Belly" Shields/FMVSS No. 301. DOM—November 8-11, 1982. Trucks. Possibility that certain vehicles were built without the specified midship fuel tank "belly" shields necessary to comply with FMVSS No. 301. (Correct by inspecting and installing the shields.) |

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| **Ford Motor Company — continued** | | | | | |
| | Pickups<br>Trucks | | | | |
| 82V-135<br>12-21-82 | Ford<br>Police Pkg<br>Mercury<br>Police Pkg | 1981<br>1982<br>1981<br>1982 | 2 | 4,361 | Mfg. Campaign No. NR. System—Rear Suspension Lower Control Arms. DOM—May 18—October 30, 1981. Possibility that on certain vehicles the rear suspension lower control arms may have been fabricated from steel with material thickness below the minimum specification. Under severe conditions stresses induced in the control arms could cause fatigue cracks with possible breakage of the arms. Breakage could allow the rear axle to shift and adversely affect vehicle control. (Correct by inspecting and replacing the rear suspension lower control arms.) |
| **Freightliner Corporation** | | | | | |
| 82V-114<br>11-23-82 | Freightliner<br>Heavy-Duty<br>Trucks | 1978<br>1979<br>1980<br>1981 | 1 | 249 | Mfg. Campaign No. FL-0078. System—Brakes/FMVSS 121. DOM—April 24, 1978—November 12, 1982. Trucks. Possibility that certain vehicles are in non-compliance with FMVSS 121 in that the brake actuation and release times for the front axle may exceed the 0.45 second and 0.55 second limits that are allowed by the standard. (Correct by inspecting and adding an air brake relay valve and necessary piping to the front axle air brake system.) |
| 82V-115<br>11-23-82 | Freightliner<br>Heavy-Duty<br>Trucks | 1982 | 1 | 9 | Mfg. Campaign No. FL-0079. System—Brakes/FMVSS 121. DOM—May 1—June 30, 1982. Trucks. Possibility that certain vehicles are in non-compliance with FMVSS 121 in that brake release timing requirements may exceed the maximum of 0.55 seconds allowed by the standard. (Correct by inspecting, removing the Model R-6 relay Valve and installing a Model R-14 relay valve.) |
| **General Motors Corporation** | | | | | |
| 82V-012<br>1-29-82 | Oldsmobile<br>Cutlass<br>Delta 88<br>98<br>Toronado<br>Cadillac<br>Seville<br>El Dorado<br>De Ville<br>Buick<br>Regal<br>La Sabre<br>Electra<br>Riviera<br>Pontiac<br>Bonneville<br>Grand Prix<br>Chevrolet<br>Monte Carlo | 1982 | 14 | 79,686 | Mfg. Campaign No. NR. System—Fuel Injection/Diesel. DOM—August—November 10, 1981. Possibility that on certain vehicles built with 5.7L V8 diesel engines the governor weight retainer in the injection pump may fall and the throttle valve could stick, preventing return to idle and shutdown of the engine by the operator of the vehicle. This could result in a loss of vehicle control and a vehicle crash could occur without prior warning. (Correct by inspecting and replacing the friction drive governor weight retainer with a pelethane governor weight retainer assembly.) |

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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| | **General Motors Corporation — continued** | | | | |
| | Impala<br>Caprice<br>Malibu | | | | |
| 82V-018<br>2-24-82 | Oldsmobile<br>Omega<br>Chevrolet<br>Citation<br>Pontiac<br>Phoenix<br>Buick<br>Skylark | 1982 | 9 | 4,987 | Mfg. Campaign No. NR. System—Brakes/Clutch Cable. DOM—September 28—December 23, 1981. Possibility that on certain vehicles equipped with a four-speed manual transmission and power brakes the clutch may rub against the master cylinder brake pipe when the clutch pedal is operated. Over an extended period, this could result in metal-to-metal contact and failure of the brake pipe causing loss of brake fluid and a partial loss of braking action. These vehicles are equipped with a dual braking system so part of system will remain functional. Stopping will be over a greater distance. (Correct by inspecting and modifying system to provide a minimum 1/2" clearance between clutch cable and brake pipe.) |
| 82V-021<br>3-2-82 | Chevrolet<br>Celebrity<br>Citation<br>Cavalier<br>Pontiac<br>6000<br>Phoenix<br>J-2000<br>Oldsmobile<br>Cutlass<br>Ciera<br>Firenza<br>Buick<br>Century<br>Skylark<br>Skyhawk<br>Cadillac<br>Cimarron | 1982 | 10 | 519,329 | Mfg. Campaign No. NA. System—Fuel Tank/Filler and Vent Pipes. DOM—February 1981—January 1982. Possibility that on certain vehicles the hose clamps on the fuel tank filler pipe and fuel tank filler vent pipe could fracture. The fracture of these clamps could cause fuel leakage at any of the four pipe-to-hose connections. Leakage can occur during refueling, or while driving, if the fuel tank is above 3/4 full. This would create the possibility of a fire and burn injuries to persons in or near the vehicle. (Correct by inspecting and replacing the hose clamps on the fuel tank filler pipe and vent pipe.) |
| 82V-028<br>3-23-82 | Chevrolet<br>Suburban<br>GMC<br>Suburban | 1982 | 10 | 148 | Mfg. Campaign No. 82C08. System—Trailer hitch attachment bolts. DOM—August—September 28, 1981. Possibility that on certain vehicles equipped with platform trailer hitches, the hitches may not have been assembled with sufficient hitch-to-frame attachment bolt clamp load. This would allow the trailer hitch attaching parts to loosen and break. If this occurs while the trailer is being pulled, hitch and trailer could separate and a crash could occur without prior warning. (Correct by inspecting, adjusting for proper bumper to hitch rail clearance, replacing and retightening rear hitch to frame bolts.) |
| 82V-060<br>6-3-82 | Cadillac<br>Seville<br>Eldorado | <br>1982<br>1982 | 9 | 189 | Mfg. Campaign No. 82-C-4. System—Accelerator Cable Bracket. DOM—May 4—7, 1982. Possibility that certain vehicles with HT4100 engine were assembled with an incorrect accelerator cable bracket. Under certain conditions this could allow the cruise control servo rod to bind on the accelerator cable bracket. Thus, the throttle would not return to the closed (idle) position when the accelerator pedal is released. This could result in loss of control and a vehicle crash |

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| **General Motors Corporation — continued** | | | | | |
| | | | | | could occur without prior warning. (Correct by inspection and modifying the accelerator cable bracket.) |
| 82V-067<br>6-28-82 | GMC<br>Heavy-duty Trucks<br>Chevrolet<br>Heavy-duty Trucks | 1980 | 10 | 419 | Mfg. Campaign No. N/A. System—Aluminum Front Hubs. DOM—September 10, 1979—October 3, 1979. Heavy-duty Trucks. Possibility that on certain vehicles a deficiency in the barrel area of the aluminum hubs may result in cracks and ultimately failure (separation) of the hub. Continued operation after such a separation can result in (1) loss of vehicle control due to locked-up brake assembly, (2) a tire blowout and possible tire fire, and/or (3) a tire becoming disengaged from the truck. (Correct by inspecting and replacing aluminum hub and drum assembly with ferrous hub and drum assembly). |
| 82V-076<br>7-26-82 | Chevrolet<br>Camaro<br>Z-28<br>Pontiac<br>Firebird<br>Trans Am | <br>1982<br><br>1982 | 4 | 24,455 | Mfg. Campaign No. NR. System—Fuel Tanks. DOM—July 1981—July 19, 1982. Possibility that on certain vehicles equipped with fuel injection engines the fuel tank ventilator valve may produce a loud and persistent "whistle" during the venting of the tank. If the fuel filler cap is removed while this condition exists and the tank is over 3/4 full, gasoline may be forced out of the filler neck and onto persons standing nearby. This could result in a fire and burn injuries. (Correct by inspecting and replacing a vent valve and a pressure valve in a fuel system.) |
| 82V-080<br>8-14-82 | Buick<br>Regal | [illegible] | 8 | 1,167 | Mfg. Campaign No. NR. System—Fuel/inlet pipe. DOM—August 20, 1981—April 5, 1982. Possibility under certain operating conditions, the fuel inlet pipe vibrated which may cause cracks in the pipe at the flare end at the carburetor. This conditions can allow a fuel leak, and an underhood fire could occur. Such a fire could spread to the passenger compartment and cause burn injuries to the occupants. (Correct by inspecting and replacing fuel inlet pipe with a new improved pipe.) |
| 82V-081<br>8-18-82 | Chevrolet<br>C-K-P-20 Truck<br>GMC<br>C-K-P-20 Truck | 1982<br><br>1982 | 10 | 8,881 | Mfg. Campaign No. NR. System—Rear Axle Shaft. DOM—March 5, 1982—June 14, 1982. Possibility the rear axle shafts may have been improperly heat treated. As a result, the shaft may break which could allow the tire and wheel assembly to separate from the vehicle. If this condition occurs while the vehicle is in motion, it could result in a loss of vehicle control and vehicle crash could occur without prior warning (Correct by inspecting and replacing both rear axle shafts with properly heated treated axles.) |
| 82V-089<br>9-15-82 | Chevrolet<br>Camaro<br>Pontiac<br>Firebird | 1982 | 9 | 172,863 | Mfg. Campaign No. NA. System—Seat Belt Anchorages/Federal Motor Vehicle Safety Standard 210. DOM—October 6, 1981—June 23, 1982. Possibility that certain vehicles were assembled with rear seat belt anchorages which fail to conform to the requirements of Federal Motor Vehicle Safety Standard 210. "Seat Belt Assembly Anchorages". The belt anchorages may pull through the underbody if substantial forces were to be applied. In the event of a vehicle crash, such failure would increase the likelihood of injury to the wearer. (Correct by inspecting and installing new retractor anchor bolts.) |

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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| **General Motors Corporation — continued** | | | | | |
| 82V-096<br>10-4-82 | Chevrolet<br>Cavalier<br>Pontiac<br>2000<br>Buick<br>Skyhawk<br>Oldsmobile<br>Firenza<br>Cadillac<br>Cimarron | 1983 | 12 | 12,721 | Mfg. Campaign No. NR. System—Fuel Feed Pipe Connection. DOM—August 23—September 24, 1982. Possibility that on certain vehicles equipped with 2.0 liter engines the fuel system may leak at the throttle body injection fuel feed connection. Under certain conditions, this could result in an underhood fire which could spread to the passenger compartment and cause burn injuries. (Correct by inspecting and installing new banjo fitting bolt and new washers on fuel feed line.) |
| 82V-106<br>10-26-82 | Chevrolet<br>Chevette<br>Pontiac<br>T-1000 | 1980<br>1981 | 10 | 106,651 | Mfg. Campaign No. NA. System—Carburetor Fuel Inlet Housing Plug. DOM—October 1, 1979—March 16, 1982. Possibility that on certain vehicles equipped with 1.6 liter engines the carburetor fuel inlet housing plug may come out. If this occurs, fuel would leak from the carburetor and under certain conditions an underhood fire could result. Such a fire could, in time, spread to the passenger compartment and cause burn injuries to occupants remaining in the vehicle. (Correct by inspecting and installing a retaining clip on the carburetor fuel inlet plug to prevent the possibility of this occurring.) |
| 82V-110<br>11-8-82 | Oldsmobile<br>Toronado<br>Buick<br>Riviera<br>Cadillac<br>Eldorado<br>Seville | 1983<br>1983<br>1983<br>1983 | 8 | 5,316 | Mfg. Campaign No. NA. System—Windshield Wiper Motor Relay Capacitor . DOM—August—October 14, 1982. Possibility that on certain vehicles equipped with Delco/Bose radio sound systems and windshield wiper low speed delay features, the noise suppression capacitor in the wiper motor delay relay may overheat during operation. This could result in loss of windshield wiper operation and could result in an underhood fire. Such a fire could, in time, spread to the passenger compartment and cause burn injuries to vehicle occupants. (Correct by inspecting and removing pulse wiper relay capacitor). |
| 82V-118<br>12-1-82 | GM of Canada<br>Transit Coaches<br>(Diesel) | 1982 | 8 | 16 | Mfg. Campaign No. NR. System—Manual Steering Gear Box. DOM—January 2—September 23, 1982. Transit Coaches. Possibility that on certain vehicles the front axle mounted steering box assemblies contain ball nut assemblies which may have cracks. If a ball nut were to break while a vehicle is in motion, steering control could be lost and a vehicle crash could occur without prior warning. (Correct by inspecting and if a crack is found, a new worm and ball set will be installed.) |
| 82V-128<br>12-9-82 | Chevrolet<br>C10 Blazers<br>GMC<br>C15 Jimmys | 1982 | 11 | 1,633 | Mfg. Campaign No. NR. System—Aluminum Wheels and Rear Brake Drum Balance Weights. DOM—December 1981—July 1982. Light-duty pickup trucks. Possibility that on certain vehicles equipped with aluminum wh[illegible] and rear drum brakes, the rear brake drum balance wei[illegible]ts may interfere with the aluminum wheel. Under this condition, the wheel lug nuts may loosen and cause wheel stud failure. The tire and wheel could separate from the vehicle and cause loss of control and a vehicle crash. (Correct by inspecting and modifying the rear drum brake balance weights.) |

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| **Gillig Corporation** | | | | | |
| 82V-113<br>11-16-82 | Gillig<br>Phantom 30T<br>Phantom 35T | <br>1982<br>1982 | 2 | 66 | Mfg. Campaign No. NR. System—Steering Column Couplings. DOM—February—September 1982. Transit Buses. Possibility that on certain vehicles the steering column couplings may have defective machining. The inside diameter of the coupling, where it attaches to the input shaft of the steering gear, may be larger than required by specification. (Correct by inspecting and replacing defective parts as necessary.) |
| **Grumman Flxible Corporation** | | | | | |
| 82V-065<br>6-18-82 | Grumman<br>Flxible<br>Advanced<br>Design<br>Transit<br>Coach | 1979 | 2 | 89 | Mfg. Campaign No. NR. System—Electrical/Power Cables. DOM—August 1979—November 1979. Buses. Possibility that on certain vehicles the "HAT" section that carries the power cables from the batteries to the engine may fracture about 25 inches from the aft end of the "HAT" section. Exposure and movement of this fractured edge may cause the main power cable to chafe and eventually create create a potential electrical short to ground structure. (Correct by inspecting, repositioning trough and power cables, and bolting the "HAT" section to the existing channel.) |
| 82V-077<br>7-16-82 | Grumman<br>Flxible<br>Advanced<br>Design<br>Transit<br>Coaches | 1982 | 2 | 140 | Mfg. Campaign No. NR. System—Side Windows/Federal Motor Vehicle Safety Standard 217. DOM—January—February 1982. Buses. Possibility that on certain vehicles side windows may not comply with Federal Motor Vehicle Safety Standard 217, "Bus Window Retention and Release." Also, the required low force application may exceed the maximum requirements of 20 lbs. (Correct by inspecting and ensuring compliance.) |
| **Harley-Davidson Motor Company, Incorporated** | | | | | |
| 82V-013<br>1-28-82 | Harley-Davidson<br>FL/FX | 1982 | 3 | 6,314 | Mfg. Campaign No. NR. System—Transmission. DOM—July 20, 1981—January 8, 1982. Motorcycles. Possibility that on certain vehicles with 4-speed transmissions there was insufficient hardening of the transmission mainshaft bearing race. This could cause the transmission to fail to perform properly which eventually might lead to transmission lock-up during operation. (Correct by inspecting and performing the necessary repair work to preclude transmission lock-up.) |
| 82V-044<br>4-27-82 | Harley-Davidson<br>FXR<br>XL | <br>1982<br>1982 | 3 | 11,714 | Mfg. Campaign No. 056. System—Rear Hydraulic Brakes. DOM—July 27, 1981—April 21, 1982. Motorcycles. Possibility that on certain vehicles under extremely unique circumstances the rear hydraulic brake system might generate unusually excessive hydraulic pressure which could exceed the burst strength of some of the rear brake calipers. This could cause the rear wheel to lock up under actual road conditions. (Correct by inspecting and modifying brake system.) |

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| **Holiday Rambler Corporation** | | | | | |
| 82V-003<br>1-7-82 | Holiday Rambler Class A<br>Monitor Class A | 1981<br>1982<br>1981<br>1982 | 4 | 414 | Mfg. Campaign No. NR. System—Flexible Rubber Brake Hose. DOM—July 10, 1980—November 2, 1981. Motorhomes. Possibility that on certain vehicles the absence of a fastener may allow a flexible rubber brake hose to come into contact with the exhaust manifold, melt and cause the loss of brake fluid and braking power to the rear axles of the vehicles. A vehicle collision could result. (Correct by inspecting and installing fasteners to secure the brake line.) |
| 82V-097<br>10-4-82 | Holiday Rambler<br>Holiday Rambler | 1977<br>1978<br>1979<br>1980 | 3 | 1,663 | Mfg. Campaign No. NR. System—Gasoline Tank Mounting Brackets. DOM—July 12, 1976—June 27, 1980. Mini-Motorhomes. Possibility that on certain vehicles the mounting brackets of the gasoline tank may fail and permit either fuel leakage or the separation of the fuel tank from the chassis. Fuel leakage will be apparent well in advance of a potential separation. (Correct by inspecting, disconnecting the angle mounting brackets, adding a strap mounting to the gasoline tank, and if leaking, replacing the tank.) |
| | Holiday Ramblette | 1977<br>1978<br>1979<br>1980 | | | |
| | Monitor | 1978<br>1979<br>1980 | | | |
| | Free Spirit | 1977<br>1978<br>1979 | | | |
| | Wide World Holiday Rambler Van-de-Ville | 1978<br>1979<br>1980 | | | |
| | Monitor Van-d-Gran | 1979<br>1980 | | | |
| 82V-132<br>12-17-82 | Holiday Rambler<br>Ramblette<br>Monitor<br>Monitor-Lite<br>Aluma-Lite | 1982<br>1982<br>1982<br>1982<br>1982 | 4 | 1,244 | Mfg. Campaign No. NR. System—Auxiliary Starter Cable. DOM—July 13, 1981—November 15, 1982. Motorhomes. Possibility that on certain vehicles a plastic fastener used to secure an auxiliary starter cable may allow this cable to come in contact with a frame member which could, under adverse circumstances, cause a short, damage the batteries, or cause a fire in the vehicle. (Correct by inspecting the cable for chafing, replacing, if necessary, and routing to assure that it does not come in contact with any edge of the frame.) |
| **International Harvester Company** | | | | | |
| 82V-040<br>4-15-82 | ICH S-Series 1700 | 1980<br>1981<br>1982 | 3 | 11,130 | Mfg. Campaign No. 82502. System—Clutch Assembly. DOM—September 1, 1979—March 9, 1982. Heavy-duty trucks and school buses. Possibility that certain vehicles have a defect in the Rockford 13 "Bellville" spring-type clutch assembly. Under certain conditions, the clutch pressure plate may suddenly self destruct and cause the scattering of broken fragments. A fragment could penetrate into the passenger compartment, disable the operator, and thus cause loss of vehicle control. (Correct by removing Bellville spring clutch assembly and replacing with coil spring clutch assembly.) |
| | 1800 | 1980<br>1981<br>1982 | | | |
| | 1900 | 1980<br>1981<br>1982 | | | |
| | School buses | 1980 | | | |

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| **International Harvester Company — cont'nued** | | | | | |
| | | 1981<br>1982 | | | |
| 82V-094<br>9-10-82 | IHC<br>MS-1210 Chassis<br><br>MH-1310 Chassis | 1973<br>1974<br>1975<br>1973<br>1974<br>1975 | 3 | 1,150 | Mfg. Campaign No. 82503. System—Steering. DOM—November 1, 1972—August 31, 1975. Trucks. Possibility that on certain vehicles the strength of the material at the end of the pitman arm which mounts to the steering gear may be insufficient to withstand frequent, high steering load applications. If the material limits of the pitman arm are exceeded, cracks could develop and the integrity of the joint mating the pitman arm to the steering gear would be diminished and eventually lost, thus causing loss of steering control. (Correct by inspecting and replacing the pitman arm with new, strengthened arm.) |
| **Mack Trucks, Incorporated** | | | | | |
| 82V-019<br>2-24-82 | Mack<br>U | 1980<br>1981<br>1982 | 2 | 22 | Mfg. Campaign No. SC145. System—Steering Shaft Slip Joint. DOM—April 1, 1980—January 29, 2982. Trucks. Possibility that certain vehicles are subject to steering shaft separation when loose set screws in the dash sheet bearing allow the shaft to move or when tractors are backing under trailers to set the Kingpin. This could lead to loss of steering control without prior warning with a possible vehicle crash. (Correct by inspecting and providing a greater slip length in the steering driveshaft to eliminate inadvertent disengagement of the slip joint.) |
| 82V-054<br>5-19-82 | Mack<br>Mid-Liner | 1979<br>1980<br>1981<br>1982 | 2 | 5,700 | Mfg. Campaign No. SC147. System—Headlamp Wiring. DOM—July 12, 1979—May 14, 1982. Trucks. Possibility that certain vehicles are subject to loss of headlamp illumination due to a short in the circuit which provides current to the lighting systems. This is in non-compliance with Bureau of Motor Carrier Safety Regulations. (Correct by inspecting and installing an automatic reset circuit breaker.) |
| 82V-131<br>12-15-82 | Mack<br>MC800 Series<br><br><br>MR800 Series | 1979<br>1980<br>1981<br><br>1979<br>1980<br>1981 | 2 | 5,050 | Mfg. Campaign No. SC148. System—Engine Cooling Fan. DOM—March 1, 1979—September 14, 1981. Trucks. Possibility that on certain vehicles there is an unacceptable high strain at the fan's spider legs. This could cause cracks to develop and lead to complete fracture of the spider leg, propelling it and the piece of fan blade outside of the fan shroud. This would be an immediate danger to persons working on the engine or standing near the front of the unit. (Correct by inspecting and installing an improved fan blade.) |

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| **Motor Coach Industries, Inc.** | | | | | |
| 82V-064<br>6-10-82 | MCI<br>MC9<br>Crusader II | 1982 | 6 | 182 | Mfg. Campaign No. NR. System—Steering/Drag Link. DOM—April 16—May 12, 1982. Buses. Possibility that certain vehicles may have a drag link assembly with a defective capscrew in the drag link clamps (2). This could result in a loss of steering control. (Correct by inspecting and replacing the defective capscrew.) |
| **National Coach Corporation** | | | | | |
| 82V-129<br>12-15-82 | National<br>Escort | 1980<br>1981 | 3 | 116 | Mfg. Campaign No. NR. System—Certification Label. DOM—May 1980—June 1981. Buses. Possibility that certain vehicles are affixed with certification labels which contain incorrect information regarding the rear gross axle weight rating. (Correct by inspecting and issuing new labels which will indicate the rear GAWR to be 8,400 pounds with the tires inflated to 75 p.s.i.) |
| **Oshkosh Truck Corporation** | | | | | |
| 82V-083<br>8-23-82 | Oshkosh<br>Chassis<br>for motor<br>homes | 1979<br>1980<br>1981<br>1982 | 8 | 368 | Mfg. Campaign No. NR. System—Steering/Pitman Arm. DOM—March 1979 thru August 1982. Possibility that the Pitman arm cross bolt may not have adequate torque applied to secure the Pitman arm to the steering gear shaft properly. If this condition exists, the bolt may become loose which may cause the Pitman arm to not fully engage on the steering gear shaft. This will cause vehicle wandering when being steered. (Correct by inspecting and installing a kit to properly secure the Pitman arm). |
| **Outboard Marine Corporation** | | | | | |
| 82V-046<br>5-5-82 | Cushman<br>Police<br>Police<br>Haulster<br>Haulster<br>Delivery<br>Van<br>Delivery<br>Van<br>Refuse | <br>1981<br>1982<br>1981<br>1982<br><br>1981<br><br>1982<br>1981<br>1982 | 5 | 1,361 | Mfg. Campaign No. NR. System—Wheel Rim. DOM—January 1, 1981—March 31, 1982. Three-wheel vehicles. Possibility that on certain vehicles there is a substandard weld in the welded area which joins the inner and outer wheel rim halves together. If the weld were to fail while the tire is being reinflated, the rim half could separate and cause injury to the repairman. (Correct by inspecting and replacing suspect rims with new rims.) |
| **Paccar, Incorporated** | | | | | |
| 82V-020<br>2-25-82 | Peterbilt<br>362 | 1981 | 2 | 2,000 | Mfg. Campaign No. NR. System—Cigarette Lighter. DOM—January 1981—February 15, 1982. Trucks. Possibility that on certain vehicles with the Casco cigarette lighter, due to the location of this lighter, it might accidentally become depressed, engaging the heater element. If the lighter does not disengage, |

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## Paccar Incorporated — continued

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| | | | | | the heating element will continue to heat to temperatures which could cause a fire and ignite adjacent materials. (Correct by inspecting and replacing the lighter with a new lighter assembly manufactured by Wagner.) |
| 82V-034 | Peterbilt LCF | 1978<br>1979<br>1980<br>1981<br>1982 | 2 | 40 | Mfg. Campaign No. NR. System—Throttle Rod Bell Crank/Radiator. DOM—1978-1982—Heavy-duty trucks. Possibility that on certain vehicles equipped with a manual transmission it may be possible for the LCF throttle rod bell crank to make contact with the radiator seal resulting in reduced engine performance and/or restricted throttle return. (Correct by inspecting and modifying the driver side radiator seal to eliminate possibility of interference with throttle rod bell crank.) |
| | Kenworth LCF | 1978<br>1979<br>1979<br>1980<br>1981<br>1982 | | | |
| 82V-047<br>5-6-82 | Peterbilt 362 | 1981<br>1982 | 2 | 800 | Mfg. Campaign No. NR. System—Front Frame Extension. DOM—January 1981—April 1982. Trucks. Possibility that certain vehicles may develop cracks in the front extension of the frame rail due to manufacturing discrepancies involving the location of a weld stud. (Correct by inspecting and replacing the frame extension as necessary.) |
| 82V-056<br>2-19-82 | Peterbilt Trucks | 1982 | 2 | 12 | Mfg. Campaign No. NR. System—Air Dryer. DOM—October 1981. Trucks. Possibility that certain vehicles manufactured with a Racor Model RD-2 Air Dryer are subject to an explosion of the air system component or the air dryer. In extremely cold weather if an ice blockage occurs between the air dryer and the wet tank, failure of the governor pressure sensor to sense the compressor output pressure could result in a violent explosion. (Correct by inspecting and installing a pressure relief provision at the dryer.) |
| 82V-074<br>7-19-82 | Kenworth W900B | 1982 | 2 | 1,000 | Mfg. Campaign No. NR. System—Air Brakes/Federal Motor Vehicle Safety Standard 121. DOM—March—July 1, 1982. Trucks. Possibility that certain vehicles were manufactured without a single check valve in the front service tank of the air system in noncompliance with Federal Motor Vehicle Safety Standard 121, "Air Brake Systems." In the event of a single failure, air could be depleted from both front and rear service systems simultaneously. (Correct by inspecting and installing a single check valve). |
| 82V-075<br>7-19-82 | Kenworth C500-W900A | 1975<br>1976<br>1977<br>1978<br>1979<br>1980<br>1981 | 2 | 900 | Mfg. Campaign No. NR. System—Air Brakes/Federal Motor Vehicle Safety Standard 121. DOM—1975—1981. Trucks. Possibility that certain vehicles with optional hand valve for service brakes may have been plumbed incorrectly and thus are in noncompliance with Federal Motor Vehicle Safety Standard 121 "Air Brake Systems." In the event of a single failure, air could be depleted from the front and rear service systems simultaneously. (Correct by inspecting and making necessary plumbing change.) |
| 82V-082<br>8-18-82 | Peterbilt Truck | 1982 | 2 | 5,000 | Mfg. Campaign No. NR. System—Seat. DOM—November 1981—August 16, 1982. Possibility that the proprietary seat may have a defect in the seat back adjustment mounting bracket |

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| **Paccar Incorporated — continued** | | | | | |
| | | | | | which could cause it to crack and potentially separate. (Correct by inspecting and repairing or replacing seat back adjustment bracket.) |
| 82V-090<br>9-14-82 | Kenworth<br>L700<br>Peterbilt<br>310 | 1982<br><br>1982 | 2 | 25 | Mfg. Campaign No. NR. System—Air Brake Hoses. DOM—March—August 1982. Trucks. Possibility that on certain vehicles there is a defect in the air hose system. During assembly hose pieces may have been left in the hose; these could block the hose or become lodged in the air valve preventing its proper operation. (Correct by inspecting for presence of pieces, and where found, air hoses or valves will be replaced.) |
| 82V-112<br>11-9-82 | Kenworth<br>Trucks | 1980<br>1981<br>1928 | 2 | 800 | Mfg. Campaign No. NR. System—Mattress Covers/FMVSS 302. DOM—February 1, 1980—Sept. 1, 1982. Trucks. Possibility that on certain vehicles the mattresses, manufactured by Simmons U.S.A., do not comply with FMVSS 302 in that covers do not meet the burn rate of 4" per minute as required. (Correct by inspecting and ensuring compliance. |
| 82V-121<br>11-30-82 | Peterbilt<br>352 | 1979<br>1980<br>1981 | 2 | 755 | Mfg. Campaign No. NR. System—Draglink/Ball Joint Socket. DOM—July 1979—December 1981. Trucks. Possibility that on certain vehicles a draglink is susceptible to abnormal wear in the ball joint socket. (Correct by inspecting and replacing with a new improved draglink.) |
| 82V-133<br>12-17-82 | Kenworth<br>Trucks<br>Peterbilt<br>Trucks | 1980<br>1981<br>1980<br>1981 | 2 | 557 | Mfg. Campaign No. NR. System—Air Starter Valves. DOM—March 7, 1980—May 15, 1981. Trucks. Possibility that on certain vehicles the Sealco air starter valves contain an internal component which may become damaged during normal operation resulting in a malfunction of the valve. Such malfunction could cause the air starter to self-actuate and start the engine of an unattended vehicle or could occur while maintenance personnel are servicing the vehicle. (Correct by inspecting and replacing the valve with a current production version.) |
| **Rockwell International** | | | | | |
| 82V-043<br>5-3-82 | Rockwell<br>Sewer<br>Rodders<br><br><br><br>Manhole<br>Pumpers | 1972<br>1973<br>1974<br>1975<br>1976<br>1977<br>1972<br>1973<br>1974<br>1975<br>1976<br>1977 | 5 | 1,812 | Mfg. Campaign No. NR. System—Chassis Cab and Trailer Certification. DOM—January 1972—October 1977. Trailers and trucks. Possibility that certain vehicles fail to comply with chassis cab and trailer certifications. Also, there is the potential of being loaded beyond the capability limits of the axle Gross Axle Weight Ratings and the Gross Vehicle Weight Ratings. (Correct by inspecting, providing certification labels and upgrading axle springs.) |

| NHTSA Ident No. / Date of Ca Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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| **Strick Corporation** | | | | | |
| 82V-079<br>8-17-82 | Strick<br>Van Type<br>Doubles<br>Dolly | 1981<br>1982 | 6 | 295 | Mfg. Campaign No. NR. System—Parking Brake. DOM—October 1981—July 1982. Trailers. Possibility that certain vehicles have incorrect connections in the supply line to the dolly connection. This prevents the dolly and full trailer from having the ability to perform emergency or parking brake functions. Service brakes operate normally. (Correct by inspecting and refitting piping.) |
| **Thomas Built Buses, Inc.** | | | | | |
| 82V-060<br>5-12-82 | Thomas<br>Minotour | 1980<br>1981<br>1982 | 2 | 185 | Mfg. Campaign No. NR. System—Suspension/Front Springs. DOM—November 1980—May 12, 1982. Buses. Possibility that certain vehicles have been certified for a greater capacity than 15 passengers. For these vehicles the gross axle weight rating (GAWR) as listed on the certification plate for the installed front spring is incorrect. (Correct by inspecting and replacing the front springs with the 3,100 lbs. springs.) |
| **Transportation Manufacturing Corporation** | | | | | |
| 82V-062<br>5-28-82 | TMC<br>MC-9<br>Crusader II | 1982 | 3 | 19 | Mfg. Campaign No. NR. System—Steering/Drag Link. DOM—April 16—May 12, 1982. Buses. Possibility that certain vehicles may have a drag link assembly with a defective capscrew in the drag link clamps (2). This could result in a loss of steering control. (Correct by inspecting and replacing the defective capscrew.) |
| **U.S. Electricar Corporation** | | | | | |
| 82V-026<br>3-15-82 | Loctric<br>Leopards<br>964A | 1980<br>1981 | 6 | 25 | Mfg. Campaign No. NR. System--Windshield Defogger/Federal Motor Vehicle Safety Standard No. 103. Possibility that certain vehicles fail to comply with Federal Motor Vehicle Safety Standard No. 103, "Windshield Defrosting and Defogging Systems." This is due to the inadequate presetting of the thermostat at the factory causing inadequate defrosting/defogging. (Correct by inspecting and readjusting the overheat thermostats.) |
| **Utilimaster Corporation** | | | | | |
| 82V-103<br>10-1-82 | Util-I-Van | 1979<br>1980 | 6 | 270 | Mfg. Campaign No. NR. System—Gasoline Tank. DOM—June 30, 1978,—June 27, 1980. Vans. Possibility that on certain vehicles the weldments on the mounting brackets of the gasoline tank may fail and permit either fuel leakage or separation of the fuel tank from the chassis. Fuel leakage will be apparent well in advance of a potential separation. (Correct by inspecting, disconnecting the angle mounting brackets, and adding a strap mounting to the gasoline tank.) |

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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| **Vintage Reproductions, Incorporated** | | | | | |
| 82V-005<br>10-7-81 | Gazelle Reproduction of Mercedes SSK | 1978<br>1979<br>1980 | 33 | 110 | Mfg. Campaign No. NR. System—Multiple Federal Motor Vehicle Safety Standards. DOM—January 1978—September 1981. Possibility that certain vehicles fail to meet the requirements of Federal Motor Vehicle Safety Standard Nos. 101, 105, 107, 108, 110, 114, 115, 127, 201, 205, 206, 208, 209 and 214. (Correct by inspecting and modifying vehicles to meet the requirements of the above listed Federal Motor Vehicle Safety Standards.) |
| **Volvo White Truck Corporation** | | | | | |
| 82V-007<br>1-18-82 | White Trucks | 1973<br>1974<br>1975<br>1976<br>1977<br>1978<br>1979 | 2 | 123 | Mfg. Campaign No. NR. System—Service and Parking Brakes/Federal Motor Vehicle Safety Standards 121. DOM—May 23, 1978—July 10, 1979. Heavy-duty trucks. Possibility that certain vehicles were built with service brake application power levels lower than the minimum suggested by the brake supplier to ensure conformance to dynamometer requirements of Federal Motor Vehicle Safety Standards 121. Also, certain vehicles may have parking brake capability less than the design requirements to ensure conformance to Federal Motor Vehicle Safety Standards 121. (Correct by inspecting and installing new components to assure compliance. |
| | Western Star Trucks | 1973<br>1974<br>1975<br>1976<br>1977<br>1978<br>1979 | | | |
| 82V-008<br>1-18-82 | White Trucks | 1980<br>1981 | 2 | 53 | Mfg. Campaign No. NR. System—Steering. DOM—December 3, 1980—October 16, 1981. Heavy-duty trucks. Possibility that on certain vehicles the front axle steering arms installed were of a slightly different configuration than those designed for the application. Use of the wrong steering arms creates the potential for improper steering arm to drag link adjustment that can result in steering lock-up during a full right turn. (Correct by inspecting and replacing the steering arm.) |
| 82V-009<br>1-18-82 | White Trucks | 1975<br>1976<br>1977 | 2 | 600 | Mfg. Campaign No. NR. System—Rear Axle. DOM—June 1, 1975—May 31, 1977. Heavy-duty trucks. Possibility that certain vehicles built with Rockwell SLHD model rear axles may experience a fracture and ultimate separation of the rear axle outer ends in the area of the spindle attachment to the axle housing. This could result in a vehicle crash. (Correct by inspecting and replacing the suspect defective axles.) |
| 82V-068<br>6-28-82 | White Heavy-duty Truck | 1982 | 2 | 196 | Mfg. Campaign No. NR. System—Compliance Labels. DOM—March 25—April 15, 1982. Heavy-duty Trucks. Possibility that on certain vehicles the incomplete vehicle compliance labels installed contained typographical errors in the section referencing compliance to specific standards. (Correct by inspecting and furnishing correct compliance labels.) |
| 82V-069<br>6-28-82 | White Heavy-duty Truck | 1982 | 2 | 41 | Mfg. Campaign No. NR. System—Compliance Labels. DOM—March 25—April 15, 1982. Heavy-duty Trucks. Possibility that certain vehicles had compliance labels and documentation for |

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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| **Volvo White Truck Corporation — continued** | | | | | |
| | | | | | "incomplete vehicles" and should have had complete vehicle certification labels. (Correct by inspecting and furnishing the correct label.) |
| 82V-102<br>9-8-82 | Autocar Heavyduty Trucks | 1982 | 2 | 377 | Mfg. Campaign No. NR. System—Front Axle Drag Link Clamp Assembly Bolts. DOM—November 10, 1981—May 31, 1982. Heavy-duty Trucks. Possibility that on certain vehicles the front axle drag link clamp assemblies may contain bolts which have quench cracks and are subject to failure. Failure of these bolts could result in loss of clamping action. Vehicle operation with a failed bolt may result in degradation and eventual disconnection of the drag link connection. (Correct by inspecting and replacing the subject bolts.) |
| **Zimmer Motor Vans** | | | | | |
| 82V-017<br>2-23-82 | Zimmer Van conversions | 1982 | 4 | 78 | Mfg. Campaign No. NA. System—Seat/back. DOM—January 20—February 18, 1982. Vans. Possibility that on certain vehicles the seat back of the driver and the three passenger seats can fail and separate from the seat section of the seat. (Correct by inspecting and replacing all high back seats with seats incorporating reinforcements and additional weld.) |
| 82V-073<br>7-21-82 | Zimmer Golden Spirit (altered version of 1979-82 Ford Mustang) | 1979<br>1980<br>1981<br>19[illegible] | 6 | 247 | Mfg. Campaign No. NR. System—Headlamps/Federal Motor Vehicle Safety Standard 108. DOM—December 29, 1980—July 20, 1982. Possibility that on certain vehicles the headlamps are not in compliance with Federal Motor Vehicle Safety Standard 108 in that the headlamps incorporate fixed trim and a lens in front of the headlamps. (Correct by inspecting, removing fixed metal "spider" and lens and installing a plastic trim piece between the headlamps and the outer headlamps rim.) |
| 82V-086<br>9-8-82 | Zimmer Van Conversion | 1981 | 3 | 31 | Mfg. Campaign No. NR. System—Seat Belts/Federal Motor Vehicle Safety Standard 208. DOM—September 17, 1980—June 4, 1981. Vans. Possibility that on certain vehicles seat belts were not provided for designated seating positions at the horseshoe lounge and jump seat as required by Federal Motor Vehicle Safety Standard No. 208. (Correct by inspecting and installing seat belts.) |

# FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model YEAR | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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| **Alfa Romeo, Inc.** | | | | | |
| 82V-052<br>5-20-82 | Alfa Romeo<br>Spider<br>Veloce | 1977<br>1978<br>1979<br>1980<br>1981 | 12 | 8,582 | Mfg. Campaign No. 2101/55. System-Fuel Pumps. DOM—May 1977—July 1980. Possibility that on certain vehicles under adverse or high load conditions combined with low levels of fuel in the tank, a lack of power may occur. Supersedes Recall 80V-164, dated 12/5/80. (Correct by inspecting and replacing fuel pump with new pump kit, similar to those installed on 1982 models.) |
| **American Honda Motor Co., Inc.** | | | | | |
| 82V-071<br>7-16-82 | Honda<br>NU-50 | 1982 | 2 | 5,390 | Mfg. Campaign No. NR. System—Rear Wheel Fender. DOM—September 1981—December 1981. Motorcycles. Possibility that on certain vehicles the rear wheel fender air cleaner case stay may crack due to engine vibration. If the rider ignores the rattling noise and continues to operate the motorcycle, the two 6mm bolts may loosen allowing the fender to contact the rear tire resulting in possible wheel lockup and loss of control and/or vehicle crash. (Correct by inspecting and replacing the stay with a modified part.) |
| **American Isuzu Motors, Inc.** | | | | | |
| 82V-062<br>6-3-82 | Isuzu<br>Pickup<br>truck | 1982 | 7 | 2,070 | Mfg. Campaign No. NR. System—EGR valve. DOM—January 5—April 24, 1982. Pickup trucks. Possibility that on certain diesel vehicles in the EGR valve assembly, cracks may develop at the welded joint between the valve and valve shaft. If the cracks become severe enough, the valve may separate from the shaft. The separated valve may be drawn into the combustion chamber and damage the piston, which could result in major damage to the engine. (Correct by inspecting and replacing the EGR valve.) |
| **Aurora Cars, Limited** | | | | | |
| 82V-107<br>10-15-82 | GRX Aurora<br>Sports Car | 1980<br>1981 | 11 | 31 | Mfg. Campaign No. NR. System—Rear Hub Upright. DOM—May 1980—August 1981. Possibility that on certain vehicles if the rear hub upright bolts which attach the upright to the hub carrier are not kept tight, combined with severe cornering conditions, the upright will pivot slightly. Eventually the upright could break free from the hub carrier. The half shaft will maintain driving stability, but will begin to knuckle, generating a grinding noise. At this point driving should be discontinued. (Correct by inspecting and replacing the uprights.) |
| **BMW of North America, Incorporated** | | | | | |
| 82V-010<br>1-21-82 | BMW<br>528e | 1982 | 6 | 3,780 | Mfg. Campaign No. NR. System—Throttle Housing. DOM—August 1981—January 1982. Possibility that in certain vehicles under low temperature conditions (15° and colder) and a warmed up engine, water vapor in the warm air from the crankcase housing might condense and freeze in the colder throttle housing |

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model YEAR | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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| **BMW of North America Incorporated — continued** | | | | | |
| | | | | | after a period of driving, causing ice buildup around the throttle plate. The ice might prevent the throttle plate from fully closing when driver releases accelerator pedal, causing a slower than normal deceleration rate and an increase of idle speed. An accident could occur with little or no prior warning. (Correct by inspecting and rerouting the crankcase ventilation system connection to the engine intake system.) |
| 82V-106<br>10-25-82 | BMW<br>528e | 1982<br>1983 | 10 | 1,347 | Mfg. Campaign No. NR. System—Differential Rear Support Bolts. DOM—July—September 1982. Possibility that on certain vehicles the bolt which supports the rear of the differential, may have been inadvertently over-torqued during manufacture. As a result, the knurled nut in the transmission rear support mount may crack radially which could result in bolt loosening, vibration and rattling in the rear axle area. Continued driving could cause the bolts to fall out, the final drive axle to lower and contact the suspension system and affect the suspension, steering and handling capabilities. (Correct by inspecting and replacing the rubber mount and the main attaching bolt, as necessary.) |
| 82V-122<br>12-3-82 | BMW<br>528e<br>533i<br>633CSi | <br>1983<br>1983<br>1983 | 6 | 1,012 | Mfg. Campaign No. NR. System—Steering Column. DOM—September—November 1982. Possibility that on certain vehicles the 4 studs and self-locking nuts which connect the upper and lower steering column shaft to a flexible coupling may have been insufficiently torqued. If the nuts completely loosen, a loss of steering could occur. Driver should have prior warning in the form of abnormal steering play. (Correct by inspecting and torquing nuts to proper specification, as necessary.) |
| **IVECO Trucks of North America, Inc.** | | | | | |
| 82V-066<br>6-21-82 | IVECO<br>Z100 | 1981 | 4 | 42 | Mfg. Campaign No. NR. System—Hydraulic Brake Booster Tubing. DOM—June 1, 1981—May 31, 1982. Trucks. Possibility that certain vehicles with locally adapted power steering are subject to failures of a hydraulic brake booster tubing. During the process of local adaption, a brake booster supporting bracket was inadvertently omitted causing early fatigue failure of the brake line due to excessive vibration. (Correct by inspecting, replacing the existing hydraulic brake line, and installing correct bracketing and clamps on the hydraulic brake booster.) |
| **Jaguar Rover Triumph, Incorporated** | | | | | |
| 82V-022<br>3-5-82 | Jaguar<br>XJ6<br>XJS | 1982<br>1982 | 3 | 3,718 | Mfg. Campaign No. A273. System—Electrical/Inertial Switch. DOM—July 1981—January 1982. Possibility that certain vehicles may be fitted with an unauthorized inertia switch. This switch has a tin coating added to the contacts which creates the potential for a high electrical resistance under certain conditions of use, which could result in overheating and distortion of the plastic mounting around the fixed contact. This could result in inability to start the vehicle as there would be no flow of current to the fuel pump. (Correct by inspecting and replacing the inertial switch with latest specification part.) |

# FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model YEAR | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Jaguar Rover Triumph, Incorporated — (Continued)** | | | | | |
| 82V-072<br>7-16-82 | Triumph<br>Spitfire<br>MG<br>MGB<br>MG<br>Midget | 1978<br>1979<br>1978<br>1979<br>1979 | 7 | 120 | Mfg. Campaign No. NR. System—Vehicle Identification Numbers and Certification Label/Federal Motor Vehicle Safety Standard #115. DOM—NR. Possibility that certain vehicles do not have vehicle identification numbers required by Federal Motor Vehicle Safety Standard No. 115 and/or a certification label required by Part 567. (Correct by inspecting and installing certification label and identification number.) |
| **Kawasaki Motors Corp., USA** | | | | | |
| 82V-101<br>10-7-82 | Kawasaki<br>KZ550H1 | 1982 | 12 | 1,200 | Mfg. Campaign No. NR. System—Electrical Wiring. DOM—October 1981. Motorcycles. Possibility that on certain vehicles the electrical wiring may have been positioned in a manner that could allow it to be pinched between the seat and certain electrical components. (Correct by inspecting, routing and securing the wires to prevent any adverse contacts with other components of the vehicle.) |
| **Mitsubishi Motor Sales of America, Inc.** | | | | | |
| 82V-109<br>11-5-82 | Mitsubishi<br>Tredia | 1983 | 8 | 1,840 | Mfg. Campaign No. NR. System—Fuel Filler Hose Protector/FMVSS301. DOM—March 25—October 5, 1982. Possibility that certain vehicles are in non-compliance with FMVSS301, Fuel System Integrity. This could result in fuel leakage in excess of the standards for certification under the static rollover tests portion of FMVSS301. (Correct by inspecting and installing a fuel filler hose protector.) |
| **Nissan Motor Company, Limited** | | | | | |
| 82V-035<br>4-19-82 | Nissan<br>T11<br>(Nissan<br>Stanza) | 1982 | 3 | 18,082 | Mfg. Campaign No. NR. System—Brake Pedal/Federal Motor Vehicle Safety Standard No. 105. DOM—June—November 1981. Possibility that on certain vehicles the brake pedal height could have been adjusted lower than the specified value. If such a vehicle also experiences a partial brake system disablement, the combination of both of these factors could result in longer stopping distances than that required by Federal Motor Vehicle Safety Standard No. 105, Hydraulic Brake System. (Correct by inspecting for brake pedal height and adjusting if necessary.) |
| 82V-070<br>7-12-82 | Datsun<br>510 | 1979<br>1980<br>1981 | 8 | 118,747 | Mfg. Campaign No. NR. System—Seat Belts. DOM—June 1978—October 1980. Possibility that on certain vehicles seat belt assemblies manufactured by Fuji Kiko contain a defect which results in the inability to pull the webbing out of the seat belt retractor. (Correct by inspecting and replacing the defective assembly.) |
| 82V-084<br>9-8-82 | Datsun<br>HN10<br>(Hatchback) | 1979<br>1980 | 8 | 72,754 | Possibility that on certain vehicles the tail and brake lamp metal socket barrels have been insufficiently pressed into their plastic outer shells. This could lead to a poor or open ground circuit and could result in inoperative tail and brake lamps. (Correct by inspecting and replacing the rear combination lamp harness assembly). |

# FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model YEAR | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Prevost Car Inc.** | | | | | |
| 82V-051 | Prevost | | 12 | 157 | Mfg. Campaign No. NR. System—Wheels/Retaining Nuts. DOM—September 1981—April 1982. Coach Buses. Possibility that on certain vehicles the tightening torque of the inner traction wheel retaining nuts may be lower than the required 500-550 lbs. (Correct by inspecting and torquing the retaining nuts to 500-550 lbs.) |
| 5-7-82 | LeMirage | 1981 | | | |
| | | 1982 | | | |
| | Prestige | 1981 | | | |
| | | 1982 | | | |
| | Champion | 1981 | | | |
| | | 1982 | | | |
| 82V-058 | Prevost | | 13 | 306 | Mfg. Campaign No. NR. System—Alternator Posts & Wires. DOM—July 1980—April 1982. Transit coaches. Possibility that on certain vehicles the insulation of the alternator posts and wires is insufficient. During the winter season salt and/or sand may cause corrosion on the posts and wires indirectly exposed. This corrosion may create an electrical short which can develop into a fire in the engine compartment. (Correct by inspecting, cleaning corrosion from wire and posts and applying a protective coating.) |
| 5-19-82 | Le Mirage | 1981 | | | |
| | | 1982 | | | |
| | Prestige | 1981 | | | |
| | | 1982 | | | |
| | Champion | 1981 | | | |
| | | 1982 | | | |
| 82V-093 | Prevost | | 10 | 669 | Mfg. Campaign No. NR. System—Steering Wheel. DOM—January 1980—September 1982. Possibility that on certain vehicles the tightening torque of the nut retaining the steering wheel may be lower than required. This nut may loosen and permit the steering wheel to come off from the steering column shaft causing a loss of control and possible accident. (Correct by inspecting and retorquing the steering wheel retaining nut). |
| 9-22-82 | LeMirage | 1980 | | | |
| | | 1981 | | | |
| | | 1982 | | | |
| | Prestige | 1980 | | | |
| | | 1981 | | | |
| | | 1982 | | | |
| | Champion | 1980 | | | |
| | | 1981 | | | |
| | | 1982 | | | |
| 82V-117 | Prevost | | 7 | 454 | Mfg. Campaign No. NR. System—Steering Gearbox. DOM—January 1981-November 1982. Transit coaches. Possibility that on certain vehicles the three (3) bolts retaining the steering gear box to its support may be too short causing the elastic portion of the nut to not be sufficiently in contact with the bolt threads and the locking device to be insufficient. Thus, the loosened bolts could allow the assembly to become inoperative. This could cause a loss of vehicle control and an accident. (Correct by inspecting and replacing the gear box retaining bolts with proper length bolts.) |
| | Prestige | 1981 | | | |
| | | 1982 | | | |
| | Champion | 1981 | | | |
| | | 1982 | | | |
| | Astral | 1981 | | | |
| | | 1982 | | | |
| | LeMirage | 1981 | | | |
| | | 1982 | | | |
| **Subaru of America, Incorporated** | | | | | |
| 82V-036 | Subaru | | 2 | 43,300 | Mfg. Campaign No. 062-82C. System—Steering Wheel Nut. DOM—August 10—December 22, 1981. Possibility that on certain vehicles the steering wheel nut may have been tightened insufficiently (not to recommended torque specification) during the assembly process and may loosen and develop play between the steering wheel and the steering shaft. Thus, without repair, separation of the steering wheel from the steering shaft could occur. (Correct by inspecting and retightening the steering wheel nut to torque specification as required.) |
| 4-19-82 | All | 1981 | | | |
| | All | 1982 | | | |
| 82V-130 | Subaru | | 2 | 94,564 | Mfg. Campaign No. FWP-25. System—Front Wiring Harness/Battery Hold Down Rod. DOM—April 21, 1981—January 20, 1982. Possibility that on certain manual transmission vehicles the front main wiring harness chafes |
| 12-17-82 | All | 1981 | | | |
| | All | 1982 | | | |

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model YEAR | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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| **Subaru of America, Incorporated — continued** | | | | | |
| | | | | | against the threads of the rear battery hold down rod. Chafing of the wiring harness can lead to electrical short caused by the exposed wires and possibly result in an engine compartment fire. (Correct by inspecting and installing protective covers on the wiring harness and the rear battery hold down rod.) |
| **Toyota Motor Sales, U.S.A., Incorporated** | | | | | |
| 82V-038<br>4-15-82 | Toyota Pickup Truck | 1982 | 4 | 393 | Mft. Campaign No. NR. System-Engine/Piston Pin. DOM—December 1981—January 1982. Pickup Trucks. Possibility that on certain vehicles cracks have occurred in the inner surface of the piston pin during the manufacturing process. These cracks could lead to complete breakage of the pin and could result in engine failure, possibly sudden engine seizure. (Correct by inspecting and replacing piston pins.) |
| **Volkswagen of America, Incorporated** | | | | | |
| 82V-016<br>2-16-82 | Volkswagen Rabbit<br>Pick-up | 1981<br>1981 | 2 | 5,200 | Mft. Campaign No. MX. System—Tie Rod Inner Ball Joint Lock Nut. DOM—August 13-24, 1981. Possibility that on certain vehicles the left or right side tie rod inner ball joint lock nut may not have been properly torqued. Driving such a vehicle on poor roads over an extended period of time could cause the tie rod to separate from the steering assembly. (Correct by inspecting and retorquing, where necessary, the left and right side ball joint lock nuts.) |
| 82V-037<br>4-14-82 | Volkswagen Audi 5000 | 1978<br>1979<br>1980<br>1981<br>1982 | 4 | 92,000 | Mfg. Campaign No. FN. System—Accelerator Pedal Damper. DOM—August 1977—March 1982. Possibility that on certain gasoline vehicles equipped with automatic transmission if the floor mat of the driver's compartment should slide under the accelerator pedal, it is possible that the mat could hook onto the accelerator pedal vibration damper. Should this happen, it may cause the throttle to remain in a partially open position during deceleration. (Correct by inspecting and installing a plastic protection device to the accelerator pedal so that the floor mat cannot hook onto the pedal damper.) |
| 82V-048<br>5-7-82 | Porsche 928 | 1978<br>1979<br>1980 | 2 | 4,800 | Mfg. Campaign No. JL. System—Steering/Front Axle. DOM—December 1977—July 1980. Possibility that on certain vehicles the universal joint which connects the steering shaft to the steering rack may be improperly positioned. If such a vehicle is driven on poor roads for an extended period of time, the connection between steering shaft and universal joint could loosen and cause excessive steering wheel free play. (Correct by inspecting and repositioning universal joint connections.) |
| 82V-049<br>5-7-82 | Porsche 928 | 1982 | 2 | 434 | Mfg. Campaign No. JM. System—Front Brake Hose. DOM—July—October 1981. Possibility that on certain vehicles the left or right front brake hose may have been improperly routed during assembly. Thus, the brake hose could rub against the rim at certain wheel positions while the vehicle is operated and eventually rub through, resulting in loss of brake fluid. (Correct by inspecting and rerouting the front brake hoses.) |

# FOREIGN SAFETY DEFECT RECALL CAMPAIGNS

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model YEAR | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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| **Volvo of America Corporation** | | | | | |
| 82V-134<br>12-21-82 | Volvo<br>DL/GL | 1982 | 2 | 31,420 | Mfg. Campaign No. NR. System—Electronic Ignition. DOM—August 1981-March 1982. Possibility that on certain vehicles equipped with computer-controlled electronic ignition systems increased resistance in system wiring connectors may cause ignition misfiring or, in extreme cases, intermittent stalling. This is due to possible presence of lacquer, plastic residue on the pins and imperfect pin diameters. (Correct by inspecting and inserting contact pin sleeves designed to provide a scraping action and to provide higher contact pressure within the connector. |
| **Volvo White Truck Corporation** | | | | | |
| 82V-015<br>2-18-82 | Volvo<br>Heavy<br>Duty<br>Trucks | 1979<br>1980<br>1981 | 2 | 449 | Mfg. Campaign No. NR. System—Lower Steering Shaft. DOM—May 1979—November 1981. Possibility that certain vehicles can sustain extensive rusting of the splined section of the lower steering shaft, thus preventing the splined section to move in the sleeve. This would create exaggerated stress between the steering column universal joint connection and the input shaft of the steering gear. Damage to the connection could eventually lead to a loss of steering control. (Correct by inspecting and replacing the existing column by a newly designed column or inverting the existing column so that splined section will be located inside the cab.) |

| NHTSA Ident. No. / Date of Co. Notification | Component / Model or Size Designation | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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| **ARA Manufacturing Company** | | | | |
| 82E-013<br>5-25-82 | Air Conditioning Unit<br>ARA Part No. 0507718 | 7 | 2,021 | Due to a possible defect in the blower assembly and/or electrical wiring in the blower assembly of the air conditioning unit, the possibility that a fire may occur exists in some vehicles. (Correct by inspecting and installing a retro-fit kit to eliminate the possible defect.) |
| **Caterpillar Tractor Company** | | | | |
| 82E-018<br>9-13-82 | Cetane Injection<br>9N3771 Diesel<br>Cold Weather<br>Starting Aide | 9 | 272 | The Cetane injector cold weather starting aide has a filter which screws into the bottom of the tank. Due to vibration generated by the truck, the fuel filter's top connector breaks due to metal fatigue. This failure allows the Diesel Ignition Improver to spray out and if the tank is inside the engine compartment a fire could result. (Correct by inspecting and removing filters from bottom of tank and install a flexible hose from the bottom of the tank to the filter). |
| **Century Products, Inc.** | | | | |
| 82E-022<br>11-30-82 | Child Car Seat<br>Century 100 & 200 | 9 | 61,845 | Possibility a plastic upholstery button used to attach the upholstery to the car seat frame could come loose and a child could place plastic button in mouth. These buttons have no affect on the performance or function of the car seat. (Correct by inspecting and installing a replacement kit with redesigned buttons that makes it virtually impossible for any child to remove from the seat.) |
| **Cummins Engine Company, Incorporated** | | | | |
| 82E-002<br>1-13-82 | Flywheel<br>Flywheel Casting<br>Number 3005145 | 4 | 936 | Engine flywheel may have cracks located within the pilot bore area. Because of the location of the cracks, they are in a low stress area of the flywheel and are less likely to cause destruction than if the cracks were located around the outside of the flywheel. (Correct by inspecting and replacing where necessary.) |
| 82E-007<br>1-27-82 | Engine Block<br>743 CID Model<br>NHH Engine Block | 4 | 69 | Possibility that the wall thickness of the engine mounting pad is outside of design specifications. If this condition exists, failure of the mounting pad in a bus application could cause the engine to fall to the roadway thus severing fuel, lube oil, coolant and power steering lines and posing a potential safety problem. (Correct by inspecting and modifying cylinder block to meet design specification.) |
| **Dana Corporation** | | | | |
| 82E-003<br>2-2-82 | Trailer Axle<br>D21-FT167W-NHA for<br>22,500 lb. GAWR | 4 | 338 | Trailer axle spindle could possibly fracture when submitted to loads exceeding the maximum load recommended. These fractures will occur in the bearing radius and could result in the loss of the trailer wheels. It is possible that spindle failure can occur without prior warning. (Correct by inspecting and replacing with an improved axle.) |

| NHTSA Ident. No. / Date of Co. Notification | Component / Model or Size Designation | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|
| **Dana Corporation — continued** | | | | |
| 82E-006<br>3-12-82 | Front Hanger<br>Part No. B52617<br>Dump Truck<br>Suspension System | 7 | 526 | The front hangers of the suspension system may develop fatigue cracks to a point that may result in sudden complete fracture of the hanger. If this condition exists, it could cause misalignment of axle and other components and could result in loss of vehicle control. (Correct by inspecting and replacing or repairing front hangers.) |
| 82E-010<br>4-21-82 | Air Hose End Fitting<br>Reusable Fitting #44810 | 5 | 1,300 | The 44810 series reusable end fittings for air hose fails to conform to Federal Motor Vehicle Safety Standard No. 106. The reusable fittings are incorrectly marked "All" instead of "Al." If assembly could be achieved, the risk of the assembly failing would be minimal. (Correct by inspecting and replacing end fittings with properly marked fitting.) |
| 82E-012<br>5-24-82 | Upper ball joint assembly<br>"Jamco" | 7 | 60,464 | The Upper Control Arm Assembly consists of an Upper Ball Joint which is screwed into the Upper Control Arm of the vehicle and is supposed to be tightened to 125 foot-pounds minimum torque. Because of the vendor's manufacturing defect, the Ball Case Thread of the Upper Ball Joints, which are the subject of this report, are undersized, with the possibility that the required torque to tighten the Upper Ball Joint into the Upper Control Arm cannot be reached. Service use of such an installed Upper Ball Joint can result in separation. (Correct by inspecting and replacing with proper type Ball Joint Assembly.) |
| **Drag Specialties, Inc.** | | | | |
| 82E-015<br>8-31-82 | Tail Lamp<br>Tombstone<br>Part #270090 and 270091 | 9 | 10,859 | The stop lamp, tail lamp, and reflex reflector functions do not comply with the photometric requirements of Federal Motor Vehicle Safety Standard No. 108. (Correction is being made by the manufacturer by refunding purchase price upon return of the lamps). |
| 82E-021<br>10-26-82 | Fender Trim<br>Part #719996 | 5 | 3,032 | The motorcycle fender trim may crack at the mounting point. If it cracks while motorcycle is operating, it may fall off or otherwise dislodge itself and cause interference with safe operation of the motorcycle or damage the motorcycle. (Correct by inspecting, removing and return to manufacturer for repairs or replacement). |
| **Geneva Wheel and Stamping Corporation** | | | | |
| 82E-023<br>12-20-82 | Wheel<br>4.80 x 8—Load Range B Wheel Assembly | 15 | 25 | Geneva wheels have an identifying mark "GS" which appears on the outward face of the rims of the wheel assemblies in the vicinity of the lug bolts. These wheels were not certified for highway use. If used in highway use, wheels may develop cracks which by continued use could result in wheel failure without warning. Also, wheels might fail while the tire on the assemblies are being changed or inflated. (Correct by inspecting and returning wheels at no cost to the customer, in exchange for credit toward the purchase of other wheel assemblies.) |

# MOTOR VEHICLE EQUIPMENT RECALL CAMPAIGNS

| NHTSA Ident. No. / Date of Co. Notification | Component Model or Size Designation | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|
| **Hayden, Incorporated** | | | | |
| 82E-011<br>5-3-82 | Sight-Gauge<br>Trans-Gard Hayden Kit 1111 | 12 | 86,474 | Possibility leakage could occur under a combination of temperature, pressure and/or disassembly at time of installation on vehicles equipped with engines of displacement 299 cubic inches or larger. Should the fluid come in contact with parts which can raise the fluid temperature to 320°F to 450°F or greater, depending on the grade of fluid, in the presence of air, the fluid could ignite. (Correct by removing and returning Trans-Gard for reimbursement. |
| **Holland Hitch Company** | | | | |
| 82E-017<br>9-14-82 | Fifth Wheel<br>Hitch Sliding Fifth Wheel Assembly | 5 | 350,880 | Possibility a fatigue crash which initiates at the plunger window of the outboard support leg of the bracket subassembly could result in possible separation of the tractor and trailer. (Correct by inspecting and rewelding bracket and adding a support, and possible new brackets). |
| **International Manufacturing Company** | | | | |
| 82E-020<br>10-28-82 | Astroseat Child Restraint System<br>Model #9100 | 16 | 40,986 | The Astroseat #9100 with Waterbury buckle may be subjected to the crotch strap snap being pulled out of the webbing after some usage. If this conditions exists, a child could unhook the buckle. If the buckle is unhooked the restraint system would not protect the child. (Correct by installing a new push-button type buckle as a replacement). |
| **Jayco Inc.** | | | | |
| 82E-016<br>8-31-82 | Slide in camper<br>Jaysportster | 9 | 90 | Noncompliance due to failure to provide truck camper loading information as required by Federal Motor Vehicle Safety Standard No. 126 and provision of incorrect camper weight data on certification plates. (Correct by furnishing owners loading booklet and center of gravity labels and correct certification labels.) |
| **Rockwell International** | | | | |
| 82E-008<br>3-26-82 | C-5 Yoke<br>Universal-Joint Yoke | 6 | 18,672 | Possibility that Universal-Joint Yokes were forged with incorrect steel resulting in brittle welds between yoke and its mating shaft. Field service loads may cause failure of the weld and loss of yoke to shaft retention. If this condition occurs, weld failure may lead to loss of steering control. (Correct by inspecting and replacing yoke with proper steel and forging.) |
| **Silver Eagle Manufacturing Company** | | | | |
| 82E-001<br>12-29-82 | Trailer Hitch<br>A3C Eye and Shank Assembly | 3 | 1,450 | Possibility that a defect exists in the weld between the eye and the shank on the A3C Eye and Shank assembly. The assembly is used to connect the drawbar on the pull trailer to |

| NHTSA Ident. No. / Date of Co. Notification | Component Model or Size Designation | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|
| **Silver Eagle Manufacturing Company — continued** | | | | |
| | | | | the hitch on the pulling vehicle. If the assembly is used on worn or loose hitches, it could break. (Correct by inspecting and replacing with A3D Eye and Shank assembly.) |
| **Subaru of America, Inc.** | | | | |
| 82E-014<br>8-13-82 | Signal Flasher<br>TF659 | 11 | 2,000 | The turn signal flasher mode TR659 does not comply with the requirements of Federal Motor Vehicle Safety Standard 108. The signals do not meet requirements for flash rate and percent current "on" time specified. (Correct by inspecting and replacing signal flashers with ones that meet the requirements of Federal Motor Vehicle Safety Standard 108). |
| **Trico Products Corporation** | | | | |
| 82E-004<br>2-19-82 | Windshield Wiper Blade<br>Trico ARL 16-2.<br>ARL 18-2 | 6 | 225,000 | Model ARL 16-2 and ARL 18-2 winter wiper blade contain a plastic adaptor which connects the wiper blade to the wiper arm. This plastic adaptor may be subject to cracking or breaking if subjected to forces sometimes applied to free wiper blades frozen to windshields. (Correct by inspecting and replacing plastic adaptor with a metal adaptor.) |
| **Tridon, Incorporated** | | | | |
| 82E-009<br>3-31-82 | Flasher<br>XL-12 Series Flasher | 9 | 12,974 | Flashers fail to comply with performance requirement of Federal Motor Vehicle Safety Standard 108. Namely, a signal flasher rate of between 60 and 120 FPM over a specific heat range. (Correction flasher units will be eliminated from production effective immediately.) |
| **Vapor Corporation** | | | | |
| 82E-005<br>3-8-82 | Bus Door<br>Opening Assemblies<br>Base Plate Assembly<br>Connecting Rod<br>and Lever Assembly | 3 | 122 | The components of the rear pneumatic passenger door operator were found not to comply with the manufacturer's processes and/or standards. As a result of this condition, uncontrolled operation of the passenger door could occur. (Correct by inspecting and replacing all non-complying components of the rear door.) |
| **Victor Automative Products** | | | | |
| 82E-019<br>10-5-82 | Flasher<br>Victor-552 | 3 | 36,000 | The flashers fail to comply with the durability requirements of Federal Motor Vehicle Safety Standard No. 108. (Correct by returning flasher to Victor for refunding of purchase price). |

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Armstrong Rubber Company** | | | | | |
| 82T-004<br>2-5-82 | Sears<br>H78-14 2 + 2<br>L78-15 2 + 2<br>Superguard 30 | | 4 | 1,892 | Sears Superguard 30, H78-14 and LP78-15 2+ 2 PO/GL tires.<br>Tires failed to meet the high speed and endurance requirements of Federal Motor Vehicle Safety Standard No. 109. (Correct by inspecting and replacing tires at no cost to the consumer within 60 days from date of notification.) |
| 82T-015<br>11-3-82 | Sears<br>GT70 Roadhandler<br>P255/7OR-15<br>2+2 PO/ST<br>Armstrong<br>Tru Trac Radial,<br>P255/7OR-15<br>2+2 PO/Aramid | | 4 | 2,306 | Sears Roadhandler GT70, P255/7OR-15, 2+2 PO/ST Armstrong Tru Trac Radial, P255/7OR-15, 2+2 PO/ARAMID Tires.<br>A small area around the tire and above the raised white lettering, the sidewall rubber stock may not have adequate resistence to ozone and weather cracking. This condition could lead to cracks in the sidewalls, and if it continues undetected, a loss of air could result. (Correct by inspecting and replacing tires within 60 days from date of notification at no cost to the consumer). |
| **Atlas Supply Company** | | | | | |
| 82T-017<br>12-22-82 | Atlas<br>P215/75B15<br>Cushionaire<br>Belted | | 6 | 30 | Tire size P215/75B15 Atlas Cushionaire Belted.<br>Tires failed to comply with Federal Motor Vehicle Safety Standard No. 109, High Speed Requirements. The noncompliance was belt edge separation during high speed testing. (Correct by inspecting and replacing tires at no cost to consumer within 60 days from date of notification.<br>DOT Identification—HYHFAEJ3362 |
| **Cooper Tire and Rubber Company** | | | | | |
| 82T-001<br>1-26-82 | Cooper<br>8-14, 5LT, 12 Ply | | 11 | 466 | Cooper Super Roadmaster 8-14, 5LT, 12 ply rated nylon Bias Tubeless Light Truck Tire Highway.<br>Tires were inadvertently manufactured with wrong ply fabric material and might fail in service if subjected to high speeds. Failure could result in los of air and possible loss of vehicle control. (Correct by inspecting and replacing tire at no cost to customer within 60 days from date of notification.)<br>DOT IDENT.<br>UPMLCCA451<br>UPMLCCA461<br>UPMLCCA471 |
| 82T-002<br>1-26-82 | Cooper<br>9-14, 5LT, 12 ply<br>CO-OP<br>9-14, 5LT<br>12 ply-Range F | | 18 | 1,774 | Cooper Super Roadmaster and Co-op Heavy Duty Low-Boy 9-14, 5LT, 12 ply rated nylon bias tubeless highway light truck tires.<br>Tires were inadvertently manufactured with wrong ply fabric material and might fail in service if subjected to high speeds. |

| NHTSA Ident No. / Date of Co. Notification | Component / Model or Size Designation | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|
| **Cooper Tire and Rubber Company — continued** | | | | |
| | | | | Failure could result in loss of air and possible loss of vehicle control. (Correct by inspecting and replacing tire at no cost to the customer within 60 days from date of notification.)<br>DOT. IDENT.<br>Cooper<br>UPMMCCA401<br>Co-op<br>UPMMBJ1411<br>UPMMBJ1421<br>UPMMBJ1431 |
| 82T-007<br>3-24-82 | Cooper<br>10.00-22 12 Ply<br>Falls<br>10.00-22 12 Ply<br>Hercules<br>10.00-22 12 Ply<br>Dean<br>10.00-22 12 Ply | 33 | 342 | Cooper 10.00-22 12 Ply Nylon Tube Type, Super Road Service; Falls Mastercraft Premium 10.00-22 12 Ply; Hercules, Hercumile II 10.00-22 Ply; and Dean Super Road Hauler 10.00-22 12 Ply.<br>Tires may develop a separation in the shoulder area during service, as a result of lost adhesion between the tread and carcass due to trapped air in the shoulder area of the tire. (Correct by inspecting and replacing with new tire within 60 days from date of notification without cost to the consumer.)<br>DOT. IDENT.<br>Cooper —UP27BCD082<br>UP27BCD092<br>Falls —UP27FCJ072<br>UP27FCJ082<br>Hercules —UP27HHH012<br>UP27HHH022<br>UP27HHH032<br>UP27HHH082<br>UP27HHH092<br>Dean —UP27DCU072<br>UP27DCU082<br>UP27DCU092 |
| 82T-009<br>6-16-82 | Cooper<br>Super Roadmaster<br>Hercules<br>Hercumile | 21 | 45 | 10,16, 5/8 ply rated nylon, Tubeless Highway Light Truck, Cooper, Super Roadmaster and Hercules, Hercumile Tires. Tires may develop a separation in the shoulder area prior to the completion of the required Federal Motor Vehicle Safety Standard-119 compliance testing. This condition could result in loss of air and steering control of the vehicle. (Correct by inspecting and replacing with new tire at no cost to the consumer within 60 days from the date of notification.)<br>DOT. IDENT.<br>Cooper—UTXMCB8162<br>Hercules—UTXMHDH162 |
| **Dunlop Tire and Rubber Corporation** | | | | |
| 82T-003<br>2-3-82 | Dunlop<br>M130/90-16<br>Motorcycle Tire | 2 | 5,277 | Motorcycle tire size M130/90-16, Dunlop qualifier K127C.<br>Tires fail to conform to Federal Motor Vehicle Safety Standard 119, S7.2 endurance tests. This tire is used on the rear axle of the motorcycle. (Correct by inspecting and replacing with new tire at no cost to the consumer within 60 days from date of notification.) |

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Vehicles Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Dunlop Tire and Rubber Corporation** | | | | | |
| 82T-006<br>3-12-82 | Dunlop<br>9.50-16.5<br>Remington | | 2 | 1,480 | 9.50-16.6 LT Dunlop Triple Tranction Tubless and Remington Universal Traction Tubeless Blackwell Tires.<br>During manufacturing process, local areas of entrapped air at the tire tread centerline and between the tread and the top ply was present in some tires. This condition could lead to tire failure. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to the consumer.)<br>DOT. IDENT.<br>Dunlop<br>DAXL882471<br>DAXL882481<br><br>Remington<br>DAXL936471<br>DAXL936481 |
| 82T-013<br>8-23-82 | Dunlop<br>M140/90-16 | | 1 | 39,462 | M140/90-16 Dunlop Qualifier K127C rear axle motorcycle tires. Tires may have a ply ending in the lower sidewall sufficiently misplaced as to cause flex fatigue in the lower sidewall of the tire. (Correct by inspecting and replacing tires within the manufacturer's specified time at no cost to the consumer).<br>DOT IDENT.<br>DAIKMAI-331<br>thru<br>DAIKMAI-152 |
| **Firestone Tire and Rubber Company** | | | | | |
| 82T-005 | | | | | Multi Mile Super Highway<br>10.00-20 Belted VH2JP20311-361<br>10.00-22 Belted VH27P20311-361<br>Cordovan Super Highway<br>10.00-20 Belted VH2JP20311-361<br>10.00-22 Belted VH27P20311-361<br>Firestone Transport Duplex<br>15-22.5 Belted VH31BEM311-391<br>15-22.5 Belted VH31BAM311-391<br>16.5-22.5 Belted VH32BAM311-391<br>Dayton Thorobred Duaload Super EMT<br>15-22.5 Belted BH31MED311-391 |
| 82T-005<br>2-15-82 | Firestone<br>*See DOT. INDENT.<br>Trans Hiway<br>Montgomery Ward<br>Dayton<br>Multi Mile<br>Cordovan | | 4 | 20,800 | Tires developed a condition designated as socketing. Socketing can be described as the disengaging after curing of the rubber surrounding one or more individual cords in a tire. This socketing occurs in belt plies only. It is possible this condition could lead to chunckout or separation in the tread area. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to the consumer.)<br>DOT. IDENT.<br>Firestone Transport 1<br>10.00-20 Belted VH2JMCV311-371 |

# MOTOR VEHICLE TIRE RECALL CAMPAIGNS

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Firestone Tire and Rubber Company — continued** | | | | | |
| | | | | | 11.00-20 Belted VH2LMTC311-371<br>11.00-22 Belted VH28MTC311-371<br>Trans Hiway<br>10.00-20 Belted VH2JYVU311-371<br>11.00-20 Belted VH2LYVU311-371<br>11.00-22 Belted VH28YVU311-371<br>M/W Road Guard HD 1<br>10.00-20 Beleted VH2HM2X311-371<br>Firestone Longhauler<br>10.00-20 Belted VH2J898311-361<br>10.00-22 Belted VH27898311-361<br>11.00-20 Belted VH2L898311-361<br>11-22.5 Belted VH3T897311-361<br>11.24.5 Belted VH4F897311-361<br>Dayton Super EMT II<br>10.00-20 Belted VH2JJ01311-361<br>11-22.5 Belted VH3TJ02311-361<br>11-24.5 Belted VH4FJ02311-361<br>Super Highway II<br>10.00-20 Belted VH2JJ01311-361<br>11-22.5 Belted VH3TJ02311-361<br>11-24.5 Belted VH4FJ02311-361 |
| 82T-008<br>4-7-82 | Atlas<br>P185/75D14 | 14 | 998 | | P185/75D14 Atlas Cushionaire Tires manufactured by Firestone Tire and Rubber Company. Tires fail to comply with Federal Motor Vehicle Safety Standard No. 109 plunger requirements resulting in below minimum tire carcass strength. (Correct by inspecting and replacing with new tires within 60 days from date of notification at no cost to the consumer.)<br>DOT. IDENT.<br>VCJ7ADC5361<br>VCJ7ADC6361<br>VCJ7ADC2371<br>VCJ7ADC3371<br>VCJ7ADC4371<br>VCJ7ADC5371<br>VCJ7ADC6371 |
| **General Tire and Rubber Company** | | | | | |
| 82T-010<br>7-1-82 | General<br>Dual Steel II<br>OmNI<br>Steel Belted<br>Radial<br>Electra<br>Steel Belted<br>Radial | 2 | 36,608 | | General Dual Steel II. Omni Steel Belted Radials and Electra Steel Belted Radials, sizes P185/75R13, P195/75R14, P205/75R15, P215/75R15, and P225/75R15. Tires were produced with insufficient undertread in the center groove. In places, breaker wire is exposed. This condition may lead to corrosion of wire belts and result in component separation. (Correct by inspecting and replacing with new tire within 60 days from date of notification).<br>DOT IDENT.<br>General Dual Steel II Tires<br>P185/75R13 LVHAM26-122 thru 242<br>P195/75R14 LVKAM26-132 thru 242 |

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|

## General Tire and Rubber Company — continued

P205/75R15 LVULM26-202 thru 242
P215/75R15 LVHFM26-212 thru 242
P225/75R15 LVHHM26-122 thru 242

Omni Steel Belted Radial Tires
P185/75R13 LVHA558-122 thru 242
P195/75R14 LVKA558-132 thru 242
P205/75R15 LVUL558-202 thru 242
P215/75R15 LVHF558-212 thru 242
P225/75R15 LVHH558-122 thru 242
P235/75R15 LVHL558-192 thru 242

Electra Steel Belted Radial
P185/75R13 LVHA576-122 thru 242
P195/75R14 LVKA576-132 thru 242
P205/75R15 LVUL576-202 thru 242
P215/75R15 LVHF576-212 thru 242
P225/75R15 LVHH576-122 thru 242
P235/75R15 LVHL576-192 thru 242

## Goodyear Tire and Rubber Company

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|---|---|---|---|---|---|
| 82T-012<br>7-22-82 | Goodyear<br>P265 60R-15 | | 2 | 825 | P265/60R-15 Eagle NCT Tubeless Radial Tires. Tires may have small voids in the shoulder area caused by insufficient stitching pressure at the building machine. In service, the voids could result in tread chipping, chunking or separation which will cause vibration and handling problems. (Correct by inspecting and replacing tire with new one within 60 days from notification at no cost to the consumer).<br>DOT IDENT:<br>MKTPRT0092<br>MKTPRT0102<br>MKTPRT0112<br>MKTPRT0122 |
| 82-014<br>10-27-82 | Goodyear<br>11R22.5<br>11R24.5<br>12R22.5 | | 13 | 7,800 | 11R22.5, 11R24.5, and 12R22.5 R-1, R-3, Unisteel II L/R-G and L/R-H Truck Tires<br>Tires may have less rubber insulation between the inside extremity of the bead bundle and wire ply stock than desirable. This condition results in a fretting or fraying action of the wire ply stock when contact is made with the bead bundle and can result in broken ply cord wires which manifests itself as a rectangular shaped bulge on the sidewall of the tire. Sudden loss of air and vehicle crash may occur. (Correct by inspecting and replacing tire within 60 days from date of notification).<br>DOT Identification<br>11R22.5 R-1 L.R. "H" Unisteel<br>PD3TTDT538 thru 089<br>11R22.5 R-3 L.R. "G" Unisteel<br>PD3T8MT089 thru 209<br>259 thru 339<br>389 thru 030 |

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
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## Goodyear Tire and Rubber Company — continued

PD3T8MT080 thru 510
041 thru 341

11R22.5 L.R. "H" R-3 Unisteel
PD3T8BT389 thru 161
300 thru 340
520 thru 171
261 thru 341

11R24.5 L.R. "G" R-3 Unisteel
PD4F8MT049 thru 179
309 thru 339
389 thru 110
430 thru 460
171 thru 341

11R24.5 L.R. "H" R-3 Unisteel
PD4F8BT179 thru 229
340 thru 380
131 thru 341

12R22.5 L.R. "H" R-3 Unisteel
PD3X8BT300 thru 330

11R22.5 L.R. "G" Unisteel II
PD3TTVT538 thru 209
299 thru 349
429 thru 519

PD3TBKT130
210 thru 290
340 thru 380
520 thru 161
211 thru 341

11R22.5 L.R. "H" Unisteel II
PD3TTWT538 thru 509
PD3TBLT539 thru 030
340 thru 380
430 thru 131
261 thru 341
PD4FBKT538 thru 259
309 thru 429
479 thru 080
210 thru 290
390 thru 420
470 thru 500
520 thru 091
131 thru 171

11R24.5 L.R. "H" Unisteel II
PD4FTWT538 thru 039
089 thru 509
529 thru 110
470 thru 500
041 thru 091
211 thru 221
261 thru 341

# MOTOR VEHICLE TIRE RECALL CAMPAIGNS

| NHTSA Ident No. / Date of Co. Notification | Make and Model | Model Year | No. of Pages on file | No. of Components Recalled | Brief Description of Defect (Manufacturer's Corrective Action) |
|---|---|---|---|---|---|
| **Lee Tire and Rubber Company** | | | | | |
| 82T-016<br>11-3-82 | Lee<br>11R22.5<br>11R24.5 | | 11 | 11,000 | 11R22.5, 11R24.5, LRG and LTR RX2, 11R22.5, 11R24.5 L/R G&H, 11R22.5, 11R24.5 L/R-G.<br>Tires may have less rubber insulation between the inside extremity of the bead bundle and wire ply stock than desirable. This condition results in a fretting or fraying action of the wire ply stock when contact is made with the bead bundle and can result in broken ply cord wores which manifests itself as a rectangular shaped bulge on the sidewall of the tire. Sudden loss of air and vehicle crash may occur. (Correct by inspecting and replacing tire within 60 days from date of notification).<br>DOT Identification<br>JX3TNCM538<br>019 thru 049<br>299 thru 409<br>081 thru 131<br>JX4FNCM049 thru 139<br>259 thru 529<br>010 thru 140<br>081 thru 311<br>JX4FNC3439 thru 529<br>JX3TLNC089 thru 529<br>JX3TLND089 thru 394<br>JX4FLNC129 thru 399<br>JX4FLND219 thru 349<br>JX3TMKD538<br>019 thru 189<br>439 thru 529<br>010 thru 140<br>JX4FMKD538<br>019 thru 139 |
| 82T-011<br>7-22-82 | Laramie<br>P195/75R-14 | | 2 | 454 | P195/75R-14 Laramie Tempra All Season Tires. The defects involved resulted from a broken drill bit protruding .150" in the mold, which penetrated the cured tires to the ply cord in the sidewall area. The tires will not leak air but moisture and grit may enter the hole and ultimately cause a failure. (Correct by inspecting and replacing tire within 60 days from date of notification at no cost to the consumer.)<br>DOT IDENT:<br>JRKALL222<br>JFKALL232<br>JFKALL242<br>JFKALL252 |

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## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **DOMESTIC MANUFACTURERS** | | | | | | | | |
| **AM General Corporation** | | | | | | | | |
| 80V-114 | 08-21-80 | 74.9 | 82.9 | 93.7 | 96.1 | 98.7 | | |
| 80V-154 | 11-17-80 | 100.0 | | | | | | |
| 81V-123 | 11-17-81 | 29.7 | — — — | 68.2 | 68.2 | | | |
| 82V-057 | 07-28-82 | | | | | | | |
| **American Motors Corporation** | | | | | | | | |
| 80V-023 | 07-17-80 | 02.8 | 51.6 | 57.8 | 58.4 | 59.6 | 60.2 | |
| 80V-158 | 04-03-81 | 12.0 | 29.6 | 31.0 | 29.3 | 29.3 | 29.5 | |
| 81V-007 | 12-18-80 | 00.0 | 65.1 | 68.2 | 68.5 | 67.3 | 67.3 | |
| 81V-015 | 07-15-81 | 30.8 | 40.4 | 42.1 | 42.8 | 42.9 | | |
| 81V-016 | 05-06-81 | 7.6 | 15.4 | 16.7 | 17.3 | 17.4 | | |
| 81V-081 | 11-24-81 | 1.5 | 33.8 | 42.1 | 43.9 | | | |
| 81V-110 | 12-28-81 | 16.1 | 28.6 | 32.3 | | | | |
| 82V-053 | 08-05-82 | 14.1 | | | | | | |
| 82V-125 | — — — — | | | | | | | |
| 82V-126 | — — — — | | | | | | | |
| **Apollo Motor Homes, Incorporated** | | | | | | | | |
| 81V-096 | 08-20-81 | 15.8 | 54.7 | 67.9 | 68.9 | 68.9 | | |
| **Bangor Punta Corporation** | | | | | | | | |
| 80V-156 | — — — — | | | | | | | |
| **Beatrice Foods Company** | | | | | | | | |
| 81V-114 | 10-02-81 | 75.5 | 92.1 | 98.5 | 99.3 | | | |
| 81V-150 | 12-14-81 | 39.7 | 39.7 | 43.2 | | | | |
| **Beaver Coaches, Incorporated** | | | | | | | | |
| 81V-120 | — — — — | | | | | | | |
| **Blue Bird Company** | | | | | | | | |
| 80V-137 | 04-13-81 | 99.4 | 99.4 | 99.4 | 99.4 | 99.4 | | |
| 82V-029 | 08-19-82 | | | | | | | |
| 82V-116 | | | | | | | | |
| **Brougham Industries, Incorporated** | | | | | | | | |
| 80V-159 | 12-09-80 | 00.0 | 36.1 | 37.0 | 52.9 | 53.7 | 53.7 | |
| 82V-042 | 04-19-82 | 66.7 | | | | | | |
| **Carpenter Body Works, Incorporated** | | | | | | | | |
| 80V-008 | 02-07-80 | 26.0 | 93.2 | | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Carrier Corporation** | | | | | | | | |
| 80V-111 | 08-21-80 | 40.0 | 94.0 | | | | | |
| **Checker Motors Corporation** | | | | | | | | |
| 80V-019 | 04-16-80 | 04.5 | 28.6 | 35.3 | 36.6 | 41.3 | 43.5 | |
| **Chrysler Corporation** | | | | | | | | |
| 80V-010 | 04-03-80 | - - - | 27.7 | 37.5 | 43.7 | 47.2 | 50.6 | |
| 80V-027 | 04-18-80 | 00.7 | 12.9 | 16.0 | 17.0 | 17.3 | 17.6 | |
| 80V-039 | 05-14-80 | 00.0 | 00.0 | 00.0 | 00.0 | 00.0 | 00.0 | |
| 80V-051 | 04-25-80 | 100.0 | | | | | | |
| 80V-064 | 07-11-80 | 08.9 | 14.6 | 18.8 | 28.7 | 30.6 | 31.7 | |
| 80V-073 | 09-10-80 | 00.0 | 08.4 | 10.2 | 10.7 | 11.2 | 11.7 | |
| 80V-136 | 12-18-80 | 00.0 | 16.8 | 41.7 | 46.0 | 48.0 | 50.3 | |
| 80V-138 | 11-20-80 | 00.0 | 24.0 | 49.3 | 51.0 | 51.7 | 55.9 | |
| 80V-139 | 12-18-80 | 00.0 | 07.6 | 46.6 | 50.8 | 52.7 | 54.8 | |
| 81V-019 | 04-08-81 | 00.0 | 57.1 | 100.0 | | | | |
| 81V-021 | 02-06-81 | 100.0 | 71.6* | 99.5 | 100.0 | | | |
| 81V-055 | 05-15-81 | 04.8 | 44.2 | 57.2 | 62.8 | 65.6 | 72.5 | |
| 81V-093 | 08-13-81 | 20.7 | 40.6 | 49.5 | 52.5 | 61.9 | | |
| 81V-111 | - - - - | 31.4 | 48.7 | 52.7 | 61.2 | | | |
| 82V-011 | 02-06-82 | 19.4 | 41.1 | 45.0 | | | | |
| 82V-055 | 06-09-82 | 6.5 | 48.2 | | | | | |
| 82V-063 | 06-04-82 | 100.0 | | | | | | |
| 82V-085 | 09-03-82 | 36.1 | | | | | | |
| 82V-091 | - - - - | | | | | | | |
| 82V-092 | - - - - | | | | | | | |
| 82V-095 | - - - - | | | | | | | |
| 82V-123 | - - - - | | | | | | | |
| **Coach and Equipment Sales Corporation** | | | | | | | | |
| 80V-086 | - - - - | 29.2 | | | | | | |
| 80V-090 | - - - - | | | | | | | |
| **Coachmen Industries, Incorporated** | | | | | | | | |
| 80V-117 | 09-24-80 | 53.2 | 76.3 | 81.6 | 85.8 | 88.9 | 90.5 | |
| 81V-078 | 07-03-81 | 36.0 | 52.5 | 54.8 | 55.1 | 58.0 | | |
| 81V-080 | 07-07-81 | 12.5 | 19.1 | 29.3 | 31.3 | | | |
| 82V-039 | 06-09-82 | | | | | | | |
| **Coleman Company, Incorporated** | | | | | | | | |
| 80V-001 | 02-20-80 | 29.2 | 44.1 | 58.3 | 64.1 | 65.0 | 67.8 | |
| 81V-108 | 09-25-81 | 31.8 | 42.5 | 56.6 | 62.6 | | | |
| 82V-002 | 12-18-81 | 78.2 | 86.3 | 89.9 | | | | |
| 82V-014 | 02-12-82 | 15.1 | 36.9 | 54.7 | | | | |

*Number of vehicle increased

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Columbia Manufacturing Company** | | | | | | | | |
| 80V-074 | 06-09-80 | 90.5 | | | | | | |
| **Country Homes Camper Company** | | | | | | | | |
| 81V-076 | 04-22-81 | 100.0 | | | | | | |
| **Crane Carrier Company** | | | | | | | | |
| 81V-112 | 09-29-81 | 59.4 | 68.1 | 75.4 | 75.4 | | | |
| **Dakota Manufacturing Company, Incorporated** | | | | | | | | |
| 82V-078 | 08-04-82 | | | | | | | |
| **De Lorean Motor Company** | | | | | | | | |
| 81V-138 | 11-13-81 | 56.0 | 37.0 | 47.1 | | | | |
| 82V-006 | 01-21-82 | 20.6 | 31.9 | | | | | |
| 82V-030 | | | | | | | | |
| Company Out of Business | | | | | | | | |
| **Dorsey Trailers, Incorporated** | | | | | | | | |
| 81V-079 | ---- | 37.9 | 37.9 | 37.9 | 37.9 | 37.9 | | |
| **El Dorado R.V., Inc.** | | | | | | | | |
| 82V-059 | 06-04-82 | 30.0 | 33.9 | | | | | |
| **Evans Products Company** | | | | | | | | |
| 80V-079 | 06-11-80 | 03.5 | 05.9 | 07.3 | | | | |
| **EZ Loader Boat Trailers, Inc.** | | | | | | | | |
| 81V-143 | 11-25-81 | 0.3 | --- | 4.0 | | | | |
| 82V-001 | 12-31-81 | 37.0 | 49.1 | | | | | |
| **Fleetwood Enterprises, Incorporated** | | | | | | | | |
| 81V-051 | 04-20-81 | 65.2 | 67.2 | 67.7 | 68.2 | 68.2 | 68.2 | |
| 82V-025 | 03-19-82 | --- | 44.4 | 48.8 | | | | |
| 82V-032 | 04-12-82 | 37.9 | 58.6 | | | | | |
| 82V-111 | ---- | | | | | | | |
| **FMC Corporation** | | | | | | | | |
| 80V-065 | 05-20-80 | 03.4 | 08.9 | 30.9 | 50.5 | 68.8 | | |
| 80V-099 | 07-15-80 | 24.2 | 84.8 | 84.8 | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | **Ford Motor Company** | | | | | | |
| 80V-032 | 04-18-80 | 36.2 | 43.0 | 45.7 | 48.2 | 56.8 | 59.0 | |
| 80V-033 | 04-11-80 | 0.1 | 38.8 | 42.9 | 44.9 | 46.8 | 55.4 | |
| 80V-042 | 04-29-80 | 40.2 | 52.8 | 57.6 | 61.3 | 71.1 | 73.6 | |
| 80V-044 | 05-09-80 | 17.0 | 29.1 | 33.5 | 36.4 | 45.7 | 48.9 | |
| 80V-061 | ---- | 100.0 | | | | | | |
| 80V-067 | 07-18-80 | 26.2 | 41.4 | 46.7 | 58.9 | 65.5 | 66.9 | |
| 80V-072 | 07-11-80 | 30.7 | 39.5 | 43.5 | 56.0 | 61.3 | 62.1 | |
| 80V-088 | 08-29-80 | | 50.0 | 50.0 | 75.0 | 75.0 | 75.0 | |
| 80V-089 | 08-18-80 | | | 1.3 | 6.9 | | | |
| 80V-100 | 08-29-80 | | 22.2 | 22.2 | 33.3 | 33.3 | 33.3 | |
| 80V-102 | 09-17-80 | 1.8 | 23.7 | 28.2 | 36.6 | 39.8 | 41.3 | |
| 80V-103 | 09-17-80 | 2.8 | 26.3 | 32.9 | 41.1 | 45.0 | 46.3 | |
| 80V-104 | 10-21-80 | 3.7 | 19.6 | 23.9 | 30.0 | 31.2 | 34.4 | |
| 80V-120 | 11-06-80 | 21.4 | 34.7 | 44.2 | 47.8 | 49.2 | 50.1 | |
| 80V-121 | 11-06-80 | 49.4 | 57.3 | 68.4 | 72.7 | 74.4 | 75.2 | |
| 80V-133 | 10-01-80 | 53.0 | 64.6 | 77.3 | 82.0 | 84.7 | 85.2 | |
| 80V-134 | 10-03-80 | 57.3 | 68.3 | 80.3 | 85.0 | 87.3 | 87.9 | |
| 80V-141 | 11-25-80 | 16.8 | 34.1 | 46.6 | 57.1 | 60.1 | 62.6 | |
| 80V-142 | 10-23-80 | 42.6 | 55.9 | 70.8 | 77.1 | 80.3 | 81.3 | |
| 80V-143 | 01-02-81 | 5.8 | 15.7 | 17.9 | 23.6 | 24.2 | 27.5 | |
| 80V-144 | 01-02-81 | 9.6 | 28.1 | 32.3 | 39.9 | 40.7 | 47.5 | |
| 80V-145 | 12-01-80 | 22.5 | 39.6 | 50.8 | 55.9 | 57.8 | 58.6 | |
| 80V-147 | 11-19-80 | 8.2 | 38.1 | 46.0 | 59.7 | 63.3 | 65.0 | |
| 80V-152 | 11-07-80 | 21.0 | 48.3 | 53.8 | 66.6 | 69.4 | 70.0 | |
| 80V-167 | 12-15-80 | | 50.6 | 70.9 | 70.9 | 70.9 | 82.3 | |
| 81V-002 | 04-22-81 | 10.8 | 13.3 | 17.9 | 18.7 | 21.7 | 22.8 | |
| 81V-003 | 03-20-81 | 0.2 | 10.7 | 15.3 | 24.0 | 30.0 | 33.3 | |
| 81V-008 | EXEMPT | | | | | | | |
| 81V-023 | 04-15-81 | 35.5 | 41.9 | 45.2 | 51.6 | 51.6 | 51.6 | |
| 81V-035 | 03-12-81 | | 34.6 | 69.7 | 78.1 | 79.5 | 80.4 | |
| 81V-042 | 04-24-81 | 17.8 | 26.1 | 38.4 | 43.6 | 44.8 | | |
| 81V-045 | 05-13-81 | 36.4 | 53.4 | 63.7 | 72.3 | 74.9 | 75.9 | |
| 81V-047 | 03-21-81 | | 78.9 | 81.3 | 85.4 | 87.5 | 88.5 | |
| 81V-061 | 06-18-81 | 1.4 | 9.5 | 26.4 | 38.5 | 41.9 | 43.9 | |
| 81V-072 | 06-29-81 | 0.7 | 50.7 | 62.0 | 71.5 | 76.7 | 78.2 | |
| 81V-084 | 06-26-81 | 3.6 | 59.3 | 65.5 | 73.8 | 79.8 | 81.5 | |
| 81V-090 | 08-07-81 | 24.4 | 37.0 | 46.4 | 52.7 | 54.6 | | |
| 81V-092 | 08-14-81 | 25.7 | 59.2 | 69.6 | 72.2 | 73.3 | | |
| 81V-102 | 09-18-81 | 15.8 | 42.2 | 49.8 | 60.3 | 62.9 | | |
| 81V-105 | 08-24-81 | 33.1 | 81.0 | 91.7 | 95.0 | 95.0 | | |
| 81V-107 | 09-03-81 | 36.7 | 64.7 | 65.7 | 73.3 | 75.6 | | |
| 81V-121 | 11-09-81 | 100.0 | 97.8 | 97.8 | 97.8 | | | |
| 81V-124 | 10-30-81 | 27.3 | 39.9 | 56.4 | 62.3 | | | |
| 81V-151 | 01-21-82 | 25.5 | 26.9 | 27.3 | | | | |
| 82V-004 | 12-23-81 | 4.2 | 46.6 | 51.6 | 56.1 | | | |
| 82V-023 | 04-08-82 | 40.8 | 52.4 | | | | | |
| 82V-024 | 05-10-82 | 5.5 | 8.2 | | | | | |
| 82V-027 | 06-21-82 | 0.4 | 11.5 | | | | | |
| 82V-031 | 03-25-82 | 32.2 | 75.7 | 78.9 | | | | |
| 82V-033 | 05-03-82 | 58.3 | 58.3 | | | | | |
| 82V-041 | 05-26-82 | 32.6 | 54.9 | | | | | |
| 82V-045 | 05-26-82 | 29.0 | 56.1 | | | | | |
| 82V-087 | | | | | | | | |
| 82V-088 | 09-01-82 | 18.8 | | | | | | |
| 82V-098 | | | | | | | | |
| 82V-099 | | | | | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Ford Motor Company—*Continued*** | | | | | | | | |
| 82V-100 | | | | | | | | |
| 82V-104 | | | | | | | | |
| 82V-105 | | | | | | | | |
| 82V-119 | | | | | | | | |
| 82V-120 | | | | | | | | |
| 82V-124 | | | | | | | | |
| 82V-124-1 | | | | | | | | |
| 82V-127 | | | | | | | | |
| **Freightliner Corporation** | | | | | | | | |
| 80V-031 | 07-23-80 | 00.0 | 07.9 | 17.1 | 26.9 | 32.5 | 34.7 | |
| 80V-095 | 01-12-81 | 00.0 | 00.0 | 00.0 | 28.8 | 35.4 | 37.9 | |
| 81V-001 | 07-22-81 | 57.2 | | 72.1 | 72.5 | 75.1 | 76.4 | |
| 81V-020 | 07-27-81 | 00.0 | 00.0 | 27.4 | 32.0 | 33.2 | 36.1 | |
| 81V-097 | 08-14-81 | 31.6 | 42.0 | 48.9 | 50.9 | 62.9 | | |
| 81V-099 | 12-09-81 | 15.7 | 35.7 | 64.3 | 67.1 | | | |
| 81V-101 | 12-09-81 | 04.5 | 28.6 | 31.2 | 36.2 | | | |
| 81V-116 | 12-09-81 | 4.6 | 51.9 | 52.7 | 66.4 | | | |
| 82V-114 | — — — — | | | | | | | |
| 82V-115 | — — — — | | | | | | | |
| **Fruehauf Corporation** | | | | | | | | |
| 80V-062 | 07-01-80 | 00.0 | 15.8 | 15.8 | 15.8 | 15.9 | 15.9 | |
| **FWD Corporation** | | | | | | | | |
| 81V-046 | 03-25-81 | 00.0 | 00.0 | | | | | |
| **General Motors Corporation** | | | | | | | | |
| 80V-003 | 01-17-80 | 54.6 | 71.1 | 75.7 | 79.5 | 81.3 | 84.0 | |
| 80V-014 | 03-11-80 | 1.6 | 43.9 | 54.1 | 61.6 | 66.9 | 73.4 | |
| 80V-015 | 03-14-80 | 2.1 | 44.6 | 53.4 | 61.8 | 65.6 | 68.9 | |
| 80V-016 | 03-11-80 | 4.7 | 38.4 | 47.3 | 57.4 | 66.0 | 70.4 | |
| 80V-017 | 02-21-80 | | 10.4 | 22.9 | 46.6 | 55.4 | 77.7 | |
| 80V-049 | 05-01-80 | 62.5 | 54.2 | 93.8 | 93.8 | 100.0 | | |
| 80V-108 | 08-25-80 | 20.8 | 50.4 | 61.4 | 65.2 | 69.6 | 71.5 | |
| 80V-116 | 09-09-80 | 7.5 | 23.3 | 37.0 | 46.3 | 53.0 | 63.6 | |
| 80V-125 | | 89.7 | 92.6 | 94.0 | 94.5 | 94.9 | 95.5 | |
| 80V-129 | 11-09-80 | 45.7 | 67.0 | 75.1 | 80.2 | 83.0 | 85.4 | |
| 80V-130 | 10-07-80 | 39.8 | 67.0 | 75.6 | 80.1 | 81.8 | 83.4 | |
| 80V-132 | 10-08-80 | 30.5 | 44.3 | 52.0 | 55.6 | 57.9 | 59.6 | |
| 80V-135 | 10-15-80 | 52.2 | 65.6 | 71.8 | 75.2 | 76.8 | 78.1 | |
| 80V-150 | 11-17-80 | 43.7 | 66.6 | 73.8 | 76.6 | 79.1 | 81.6 | |
| 80V-153 | 11-24-80 | 8.1 | 48.0 | 61.4 | 66.0 | 69.4 | 73.0 | |
| 81V-009 | 01-04-81 | 33.3 | 86.7 | 86.7 | 86.7 | 93.3 | | |
| 81V-010 | 01-09-81 | 35.8 | 49.5 | 56.2 | 64.5 | 67.2 | 69.2 | |
| 81V-022 | 03-13-81 | 4.0 | 37.9 | 51.6 | 58.9 | 63.5 | 66.6 | |
| 81V-025 | 03-09-81 | 5.2 | 53.9 | 64.6 | 71.0 | 75.1 | 77.2 | |
| 81V-036 | 03-30-81 | 34.4 | 36.7 | 38.9 | 49.0 | 56.2 | 60.2 | |
| 81V-037 | 04-06-81 | 54.3 | 67.4 | 77.2 | 78.3 | 81.5 | 82.6 | |
| 81V-038 | 03-31-81 | 41.9 | 58.9 | 65.2 | 70.2 | 74.0 | 77.4 | |
| 81V-060 | 05-28-81 | 5.7 | 27.7 | 36.8 | 44.8 | 48.8 | 51.8 | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **General Motors Corporation—*Continued*** | | | | | | | | |
| 81V-073 | 06-12-81 | 4.9 | 59.8 | 74.2 | 81.8 | 86.3 | 89.5 | |
| 81V-075 | 06-29-81 | 68.2 | 77.6 | 83.5 | 85.9 | 90.6 | | |
| 81V-095 | 08-25-81 | 15.1 | 55.3 | 66.0 | 71.0 | 74.0 | | |
| 81V-104 | 09-11-81 | 3.9 | 36.0 | 50.8 | 58.1 | 61.3 | | |
| 81V-118 | 10-12-81 | 31.0 | 42.0 | 51.0 | 53.7 | | | |
| 81V-142 | 11-23-81 | 27.3 | 65.3 | 74.0 | 89.7 | | | |
| 81V-148 | 12-17-81 | 64.7 | 64.7 | 64.7 | | | | |
| 82V-012 | 02-18-82 | 30.6 | 63.0 | 75.9 | | | | |
| 82V-018 | 03-08-82 | 9.0 | 15.2 | 17.9 | | | | |
| 82V-021 | 03-15-82 | 10.9 | 61.1 | 73.1 | | | | |
| 82V-028 | 03-24-82 | 62.2 | 69.6 | | | | | |
| 82V-060 | 05-26-82 | 78.8 | 93.1 | | | | | |
| 82V-067 | 07-06-82 | 68.0 | | | | | | |
| 82V-076 | 07-22-82 | 3.2 | | | | | | |
| 82V-080 | 08-31-82 | 22.8 | | | | | | |
| 82V-081 | 08-30-82 | 25.6 | | | | | | |
| 82V-089 | | | | | | | | |
| 82V-096 | | | | | | | | |
| 82V-106 | | | | | | | | |
| 82V-110 | | | | | | | | |
| 82V-118 | | | | | | | | |
| 82V-128 | | | | | | | | |
| **Gillig Corporation** | | | | | | | | |
| 80V-011 | 04-04-80 | 20.3 | 27.4 | | | | | |
| 81V-006 | | 33.6 | 44.3 | 44.8 | 46.7 | 46.7 | 47. | |
| 82V-018 | | 22.4 | 26.8 | 26.8 | 26.8 | 28.3 | | |
| 82V-113 | | | | | | | | |
| **Great Dane Trailers, Incorporated** | | | | | | | | |
| 80V-057 | 05-05-80 | 88.5 | --- | --- | | | | |
| **Grumman Allied Industries, Incorporated** | | | | | | | | |
| 80V-025 | 05-01-80 | 08.2 | 09.8 | 19.0 | 19.2 | 19.2 | | |
| 81V-050 | | | | | | | | |
| **Grumman Flxible Corporation** | | | | | | | | |
| 80V-043 | 04-01-80 | 00.0 | 00.0 | 00.0 | 08.6 | 24.8 | 32.8 | |
| 80V-105 | 09-15-80 | 40.5 | 62.9 | 61.3 | 70.3 | 90.2 | 99.6 | |
| 80V-106 | 08-04-80 | 80.8 | 80.8 | 100.0 | | | | |
| 81V-013 | 03-18-81 | 05.6 | 24.3 | 46.6 | 61.7 | 94.8 | 92.9 | |
| 81V-067 | 05-21-81 | 00.0 | 02.4 | 02.4 | 14.3 | 28.3 | 55.5 | |
| 81V-145 | 12-04-81 | 00.0 | 05.9 | 37.2 | 47.2 | | | |
| 82V-065 | 06-29-82 | 57.3 | | | | | | |
| 82V-077 | 08-04-82 | 37.1 | | | | | | |
| **Harley-Davidson Motor Company, Incorporated** | | | | | | | | |
| 80V-009 | 03-14-80 | 19.3 | 22.8 | 25.2 | 26.7 | 36.0 | 40.7 | |
| 80V-020 | 03-07-80 | 43.5 | 43.5 | 43.5 | 43.5 | 74.2 | 75.8 | |
| 80V-037 | 04-18-80 | 22.2 | 26.9 | 30.1 | 32.7 | 40.6 | 43.1 | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Harley-Davidson Motor Company, Incorporated —*Continued*** | | | | | | | | |
| 80V-070 | 06-13-80 | 23.6 | 29.7 | 33.3 | 36.1 | 46.6 | 49.0 | |
| 80V-084 | 07-25-80 | 15.7 | 23.8 | 26.7 | 28.8 | 36.7 | 38.6 | |
| 80V-085 | 08-13-80 | 23.9 | 34.9 | 41.3 | 45.8 | 57.5 | 63.4 | |
| 80V-126 | 11-20-80 | 08.7 | 38.3 | 57.5 | 70.3 | 73.9 | 75.7 | |
| 81V-011 | 03-20-81 | 18.2 | 28.3 | 31.8 | 32.5 | 34.8 | 35.1 | |
| 81V-144 | 12-14-81 | 13.3 | 66.1 | 77.5 | 80.5 | | | |
| 82V-013 | 02-12-82 | 35.6 | 58.8 | 63.5 | | | | |
| 82V-044 | 05-11-82 | 28.2 | 49.2 | | | | | |
| **Hendrickson Manufacturing Company** | | | | | | | | |
| 80V-069 | 05-22-80 | 93.3 | 93.3 | 93.3 | | | | |
| **Holiday Rambler Corporation** | | | | | | | | |
| 80V-094 | 07-31-80 | 94.8 | | | | | | |
| 82V-003 | 01-13-82 | 29.5 | 32.4 | 50.0 | | | | |
| 82V-097 | – – – – | | | | | | | |
| **International Harvester Company** | | | | | | | | |
| 80V-029 | 03-24-80 | 21.4 | 23.1 | 24.4 | 24.7 | 70.7 | 70.8 | |
| 80V-030 | 04-04-80 | 13.9 | 15.4 | 16.0 | 16.6 | 57.0 | 57.3 | |
| 80V-109 | 10-13-80 | 00.0 | 11.2 | 15.8 | 32.5 | 34.7 | 36.3 | |
| 80V-131 | 11-18-80 | 00.3 | 01.3 | 05.7 | 09.8 | 14.6 | 15.3 | |
| 80V-148 | 12-12-80 | 04.9 | 24.8 | 57.6 | 59.4 | 60.1 | 61.0 | |
| 81V-041 | 04-20-81 | 45.9 | 61.0 | 63.9 | 64.6 | 67.1 | 78.6 | |
| 81V-109 | 10-05-81 | 75.2 | 79.2 | 88.1 | 89.1 | | | |
| 81V-129 | 11-02-81 | 22.6 | 35.3 | 45.4 | 47.5 | | | |
| 81V-130 | 11-02-81 | 10.3 | 31.9 | 35.9 | 36.8 | | | |
| 82V-040 | 05-26-82 | 05.7 | 65.9 | | | | | |
| 82V-094 | | | | | | | | |
| **Mack Trucks, Incorporated** | | | | | | | | |
| 79V-271 | 06-30-80 | 15.4 | 37.6 | 49.3 | 53.9 | 55.6 | 56.1 | |
| 79V-274 | 06-30-80 | 18.3 | 25.2 | 30.3 | 33.8 | 34.5 | 35.5 | |
| 79V-275 | 06-30-80 | 21.8 | 47.3 | 51.0 | 55.4 | 57.6 | 59.6 | |
| 80V-026 | 01-05-81 | 01.0 | 21.0 | 24.3 | 26.0 | 28.0 | 22.9 | |
| 80V-052 | 10-20-80 | 25.4 | 44.4 | 50.4 | 52.2 | 52.9 | 54.5 | |
| 80V-053 | 12-15-80 | 34.7 | 45.7 | 64.4 | 67.6 | 68.9 | 67.6 | |
| 80V-054 | 01-31-81 | 11.0 | 12.8 | 54.1 | 77.1 | 79.8 | 78.9 | |
| 80V-157 | 06-08-81 | 13.7 | 45.7 | 53.4 | 60.3 | 62.1 | 62.1 | |
| 80V-162 | 06-08-81 | 05.7 | 46.8 | 62.2 | 65.8 | 62.7 | 62.7 | |
| 81V-032 | – – – – | 23.3 | 42.7 | 50.7 | 38.0 | 39.3 | | |
| 81V-083 | 02-26-82 | 16.4 | 58.2 | 58.2 | | | | |
| 81V-085 | – – – – | | | | | | | |
| 81V-086 | – – – – | | | | | | | |
| 81V-087 | – – – – | | | | | | | |
| 81V-088 | 12-21-81 | 29.2 | 11.6 | | | | | |
| 81V-089 | 01-25-82 | 56.8 | 67.7 | 68.5 | | | | |
| 81V-094 | 05-10-82 | 09.9 | 12.2 | | | | | |
| 81V-153 | | | | | | | | |
| 81V-154 | | | | | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Mack Trucks, Incorporated —*Continued*** | | | | | | | | |
| 81V-155 | 06-23-82 | 01.2 | | | | | | |
| 81V-156 | 07-13-82 | 00.0 | | | | | | |
| 81V-157 | 08-12-82 | 12.6 | | | | | | |
| 82V-019 | 02-24-82 | 100.0 | | | | | | |
| 82V-054 | | | | | | | | |
| **Midas International Corporation** | | | | | | | | |
| 80V-007 | 04-14-80 | 08.1 | 13.9 | 15.8 | 17.8 | 23.8 | 24.0 | |
| **Motor Coach Industries, Incorporated** | | | | | | | | |
| 81V-017 | 03-01-81 | 00.0 | 01.5 | 08.2 | 35.3 | 40.3 | 18.7 | |
| 82V-064 | 06-01-82 | 06.7 | | | | | | |
| **National Coach Corporation** | | | | | | | | |
| 81V-077 | | | | | | | | |
| **National Custom Van Corporation** | | | | | | | | |
| 81V-052 | | | | | | | | |
| **National Motor Coach Company** | | | | | | | | |
| 82V-129 | | | | | | | | |
| **Oshkosh Truck Corporation** | | | | | | | | |
| 80V-012 | 01-31-80 | 12.6 | 26.4 | 37.4 | 42.5 | 45.2 | 50.0 | |
| 80V-078 | 05-30-80 | 41.9 | 51.9 | 53.1 | 53.1 | 53.1 | 53.1 | |
| 80V-101 | 07-31-80 | 04.5 | 20.5 | 22.7 | 25.0 | 61.4 | 61.4 | |
| 81V-068 | 05-18-81 | 08.7 | 24.8 | 26.2 | 26.2 | 26.2 | | |
| 81V-137 | 10-30-81 | 00.0 | 08.9 | 22.8 | 34.4 | | | |
| 82V-083 | 08-25-82 | 13.9 | | | | | | |
| **Outboard Marine Corporation** | | | | | | | | |
| 82V-046 | 05-17-82 | 01.1 | 15.2 | | | | | |
| **Paccar, Incorporation** | | | | | | | | |
| 80V-034 | 03-20-80 | 18.3 | 46.3 | 52.1 | 58.0 | 44.2* | 50.0 | |
| 80V-075 | 04-09-80 | superseded | | | | | | |
| 80V-149 | 02-25-80 | 01.7 | 20.8 | 26.4 | 31.6 | 34.2 | 35.1 | |
| 81V-053 | 07-31-81 | 00.0 | 14.6 | 15.3 | 18.8 | 20.2 | | |
| 81V-054 | 05-29-81 | 00.5 | 42.0 | 57.8 | 62.6 | 66.1 | 67.2 | |
| 81V-098 | 11-01-81 | 00.0 | 10.2 | 26.9 | 31.9 | | | |
| 82V-020 | | | | | | | | |
| 82V-034 | 06-25-82 | 00.0 | 13.4 | | | | | |
| 82V-047 | | | | | | | | |
| 82V-056 | 03-02-82 | 60.0 | 75.0 | 75.0 | | | | |
| 82V-074 | 09-25-82 | 23.0 | | | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Paccar, Incorporation —*Continued*** | | | | | | | | |
| 82V-075 | | | | | | | | |
| 82V-082 | | | | | | | | |
| 82V-090 | | | | | | | | |
| 82V-112 | | | | | | | | |
| 82V-121 | | | | | | | | |
| **Philadelphia Suburban Company** | | | | | | | | |
| 81V-005 | 12-19-80 | 77.4 | | | | | | |
| **Revcon, Incorporated** | | | | | | | | |
| 80V-022 | 03-24-80 | 22.5 | — — — | 12.0 | 12.0 | | | |
| **Rockwell International** | | | | | | | | |
| 82V-043 | 05-20-82 | 88.2 | 88.4 | | | | | |
| **Shasta Industries** | | | | | | | | |
| 80V-006 | 02-15-80 | 20.8 | 41.6 | 44.2 | 46.0 | 59.0 | 59.7 | |
| 81V-062 | 06-22-81 | 17.1 | — — — | 40.1 | 42.4 | 42.4 | | |
| 81V-141 | 12-22-81 | 02.1 | — — — | — — — | 12.1 | | | |
| **Sheller-Globe Corporation** | | | | | | | | |
| 80V-004 | 08-15-80 | 09.6 | 18.7 | 38.6 | 47.6 | 54.8 | 64.5 | |
| 80V-018 | 08-15-80 | 11.4 | 24.1 | 47.0 | 52.4 | 59.6 | 63.3 | |
| 80V-093 | 08-22-80 | 12.2 | 22.9 | 25.3 | 25.3 | 38.1 | 38.1 | |
| 81V-057 | 06-09-81 | 13.6 | 16.7 | 18.7 | 18.2 | — — — | 19.7 | |
| 81V-065 | 10-02-81 | 16.8 | 22.2 | — — — | — — — | 22.8 | | |
| 81V-115 | 11-12-81 | — — — | — — — | — — — | — — — | 16.9 | | |
| **Skyline Corporation** | | | | | | | | |
| 81V-033 | 05-05-81 | — — — | — — — | — — — | — — — | 100.0 | | |
| 81V-034 | 04-03-81 | 11.2 | — — — | 24.7 | 26.8 | | | |
| **Sportsmobile Incorporated** | | | | | | | | |
| 80V-050 | — — — — | 44.4 | 46.8 | | | | | |
| 80V-063 | — — — — | 31.0 | 38.1 | | | | | |
| **Strick Corporation** | | | | | | | | |
| 82V-079 | 08-16-82 | 79.3 | | | | | | |
| **Sunline Coach Company** | | | | | | | | |
| 81V-024 | 03-20-81 | 17.5 | 88.2 | 90.0 | 91.5 | 92.1 | 91.5 | |

*Number of vehicle involved increased.

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Thomas Built Buses, Incorporated** | | | | | | | | |
| 80V-122 | ---- | 100.0 | | | | | | |
| 80V-124 | ---- | 100.0 | | | | | | |
| 81V-043 | 03-25-81 | 29.3 | 52.1 | 77.9 | 87.9 | 93.6 | 95.0 | |
| 81V-049 | | | | | | | | |
| 81V-146 | 12-15-81 | 24.8 | 36.8 | 40.1 | 40.1 | | | |
| 82V-050 | 06-11-82 | 23.3 | 50.0 | | | | | |
| **Tiffin Motor Homes, Incorporated** | | | | | | | | |
| 81V-056 | ---- | 98.2 | | | | | | |
| **Transportation Manufacturing Corporation** | | | | | | | | |
| 80V-048 | 05-01-80 | 08.8 | 50.8 | 94.3 | 94.3 | 94.3 | 94.3 | |
| 80V-113 | 12-29-80 | 01.2 | 07.3 | 31.4 | 31.4 | 31.4 | 31.4 | |
| 81V-014 | 02-23-81 | 00.0 | 02.5 | 23.1 | 23.1 | 23.1 | 23.1 | |
| 81V-064 | 10-18-79 | 02.0 | 39.7 | 38.1 | 38.1 | 38.1 | 38.1 | |
| **U.S. Electricar Corporation** | | | | | | | | |
| 82V-026 | 01-13-82 | | | | | | | |
| **Utilimaster Corporation** | | | | | | | | |
| 82V-103 | | | | | | | | |
| **Van-Con, Incorporated** | | | | | | | | |
| 81V-070 | 11-21-81 | 02.0 | 03.3 | | | | | |
| **Vintage Reproductions, Incorporated** | | | | | | | | |
| 82V-005 | 10-06-81 | 00.0 | 50.0 | 50.0 | | | | |
| **Ward Industries, Incorporated** | | | | | | | | |
| 80V-081 | 06-19-80 | 03.6 | 03.6 | 3.6 | 3.6 | 3.6 | 3.6 | |
| 80V-082 | 06-19-80 | 01.7 | 01.7 | 1.7 | 1.7 | 1.7 | 1.7 | |
| **Wayne Corporation** | | | | | | | | |
| 80V-071 | 06-09-80 | 82.1 | 82.1 | 87.4 | 90.7 | 90.7 | 91.4 | |
| **White Motor Corporation** | | | | | | | | |
| 80V-002 | 06-09-80 | 00.0 | 15.0 | 40.0 | 40.0 | 50.0 | 50.0 | |
| 80V-013 | 10-29-80 | 02.1 | 02.1 | 04.3 | 04.3 | 04.3 | 04.3 | |
| 80V-036 | 06-09-80 | 00.0 | 03.1 | 14.4 | 18.8 | 18.8 | 20.6 | |
| 80V-059 | 10-30-80 | 10.9 | 16.6 | 19.2 | 19.7 | 20.2 | 21.1 | |
| 80V-060 | 05-23-80 | 2.9 | 07.1 | 10.4 | 10.4 | | | |
| 80V-115 | 10-30-81 | | | | | | | |
| 80V-128 | | | | | | | | |
| 81V-044 | 10-30-81 | 23.4 | 39.2 | 41.1 | 41.7 | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **White Motor Corporation—*Continued*** | | | | | | | | |
| 81V-066 | 10-30-81 | 04.3 | 23.9 | 31.3 | 37.5 | | | |
| 81V-071 | 08-27-81 | 100.0 | | | | | | |
| 81V-122 | 02-01-82 | 04.7 | 19.6 | 31.7 | | | | |
| 82V-007 | 06-04-82 | 00.0 | 19.5 | | | | | |
| 82V-008 | 04-23-82 | 21.0 | 32.3 | | | | | |
| 82V-009 | 08-24-82 | 04.8 | | | | | | |
| 82V-068 | 08-30-82 | 99.2 | | | | | | |
| 82V-102 | | | | | | | | |
| **Winnebago Industries, Incorporated** | | | | | | | | |
| 80V-055 | 05-13-80 | 22.9 | 35.5 | 39.5 | 41.6 | 41.7 | 47.6 | |
| 80V-056 | 05-13-80 | 19.4 | 35.5 | 38.7 | 41.9 | 41.9 | 41.9 | |
| 80V-165 | 12-23-80 | 80.7 | 80.7 | 81.5 | 90.8 | 90.8 | 94.1 | |
| 81V-028 | 03-27-81 | 04.6 | 22.9 | 28.2 | 29.8 | 36.0 | 38.1 | |
| 81V-082 | 07-13-81 | 20.1 | 25.8 | 33.0 | 42.1 | 46.4 | | |
| 81V-128 | 11-06-81 | 00.0 | 17.3 | 28.0 | 32.0 | | | |
| 81V-149 | 01-05-82 | 24.4 | 35.5 | 40.3 | | | | |
| **Zieman Manufacturing Company** | | | | | | | | |
| 80V-005 | 09-03-80 | 87.0 | 87.0 | | | | | |
| 80V-098 | 10-06-80 | 55.7 | 67.1 | 80.0 | 79.1 | 80.2 | 82.6 | |
| **Zimmer Motor Cars Corporation** | | | | | | | | |
| 82V-073 | 07-21-82 | 05.7 | | | | | | |
| 82V-086 | 09-08-82 | 06.5 | | | | | | |
| **Zimmer Homes Corporation** | | | | | | | | |
| 81V-069 | 05-26-81 | 27.8 | 38.9 | 44.4 | 44.4 | 44.4 | 44.4 | |
| 82V-017 | 02-23-82 | 46.2 | 79.5 | 97.6 | | | | |
| **FOREIGN MANUFACTURERS** | | | | | | | | |
| **Alfa Romeo, Incorporated** | | | | | | | | |
| 80V-164 | 01-23-81 | 20.2 | Superseded | | | | | |
| 82V-052 | 06-28-82 | 17.9 | 32.7 | | | | | |
| **American Honda Motor Company** | | | | | | | | |
| 81V-136 | ---- | | | | | | | |
| 82V-071 | | | | | | | | |
| **American Mopeds, Incorporated** | | | | | | | | |
| 80V-161 | | | | | | | | |
| **Aurora Cars, Limited** | | | | | | | | |
| 82V-107 | ---- | | | | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Batavus USA, Incorporated** | | | | | | | | |
| 80V-038 | – – – – | | | | | | | |
| **Bayerische Motoren Werke** | | | | | | | | |
| 80V-076 | 11-04-80 | 00.0 | 00.0 | 31.4 | 37.5 | 39.4 | 40.1 | |
| 82V-010 | 01-21-82 | 02.6 | 08.4 | | | | | |
| 82V-108 | – – – – | | | | | | | |
| 82V-122 | – – – – | | | | | | | |
| **Casal Motor Corporation, U.S.A.** | | | | | | | | |
| 80V-166 | – – – – | 07.4 | | | | | | |
| **Cycle Peugeot U.S.A.** | | | | | | | | |
| 80V-096 | 08-12-80 | 00.6 | 01.4 | 01.8 | 01.8 | 02.6 | 02.8 | |
| **Derbi Motor Corporation, America** | | | | | | | | |
| 80V-163 | – – – – | | | | | | | |
| **Fiat Motor Company, Incorporated** | | | | | | | | |
| 80V-083 | 07-25-80 | 27.9 | 51.9 | 57.9 | 62.7 | 64.5 | 65.5 | |
| 80V-091 | 12-05-80 | 00.0 | 17.4 | 24.2 | 34.0 | 39.7 | 52.6 | |
| 81V-091 | 12-19-81 | 00.8 | 22.2 | 25.2 | 26.0 | | | |
| **Isuzu Motor, Limited** | | | | | | | | |
| 82V-061 | 06-15-82 | 42.1 | 65.2 | | | | | |
| **IVECO Truck of North America, Incorporated** | | | | | | | | |
| 81V-026 | 02-17-81 | 00.0 | 98.0 | 98.0 | 98.0 | 98.0 | 98.0 | |
| 81V-027 | 02-17-81 | 08.6 | 14.9 | 26.8 | 28.9 | 29.1 | 29.7 | |
| 81V-139 | – – – – | 05.3 | 09.1 | | | | | |
| 82V-066 | – – – – | | | | | | | |
| **Jaguar Rover Triumph, Incorporated** | | | | | | | | |
| 80V-024 | 04-28-80 | 35.1 | 44.1 | 45.3 | 46.2 | 46.5 | 46.6 | |
| 80V-107 | 09-04-80 | 37.5 | 85.0 | 69.4* | 75.4 | 81.1 | 81.6 | |
| 81V-134 | 11-20-81 | | | | | | | |
| 82V-022 | – – – – | | | | | | | |
| 82V-072 | – – – – | | | | | | | |
| **Kawasaki Motors Corporation** | | | | | | | | |
| 81V-119 | 12-01-81 | 07.3 | 24.0 | 32.4 | 40.9 | | | |
| 81V-140 | 12-01-81 | 00.4 | 00.9 | 01.4 | 02.7 | | | |
| 82V-101 | | | | | | | | |

*Number of vehicles involve increased.

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Malaguti of America, Incorporated** | | | | | | | | |
| 81V-059 | | | | | | | | |
| **Mercedes-Benz of North America, Incorporated** | | | | | | | | |
| 80V-092 | – – – – | 00.0 | 21.2 | 32.3 | 37.6 | 39.8 | 40.9 | |
| 80V-160 | 12-05-80 | 01.8 | 04.9 | 42.7 | 44.6 | 47.4 | 47.8 | |
| **Mitsubishi Motor Sales, Inc.** | | | | | | | | |
| 82V-109 | | | | | | | | |
| **Motobecane America, LTD.** | | | | | | | | |
| 80V-097 | 08-01-80 | 01.2 | 01.4 | 01.4 | 01.4 | | | |
| **Nissan Motor Corporation in U.S.A.** | | | | | | | | |
| 80V-046 | 05-05-80 | 22.2 | 44.2 | 61.7 | 61.7 | 64.1 | 64.8 | |
| 80V-112 | 10-20-80 | 00.0 | 00.0 | 09.7 | 30.5 | 37.5 | 44.6 | |
| 80V-151 | 01-15-81 | 06.9 | 14.2 | 17.8 | 18.8 | 19.2 | 19.6 | |
| 81V-063 | 07-27-81 | 19.2 | 42.3 | 50.7 | 58.5 | 70.9 | | |
| 82V-035 | 07-15-82 | 30.9 | | | | | | |
| 82V-070 | 09-07-82 | 00.3 | | | | | | |
| 82V-084 | – – – – | | | | | | | |
| **Peugeot, Incorporated** | | | | | | | | |
| 80V-110 | – – – – | 05.7 | 42.3 | 44.8 | 46.4 | 46.8 | 47.0 | |
| **Prevost Car, Incorporated** | | | | | | | | |
| 82V-051 | 05-07-82 | 48.4 | 50.3 | | | | | |
| 82V-058 | 05-19-82 | 06.5 | 10.5 | | | | | |
| 82V-093 | – – – – | | | | | | | |
| 82V-117 | – – – – | | | | | | | |
| **Renault USA, Incorporated** | | | | | | | | |
| 80V-041 | – – – – | 30.8 | 31.2 | 31.2 | 43.3 | 44.2 | 44.5 | |
| 80V-118 | 09-10-80 | 00.0 | 00.0 | 00.0 | 27.1 | 28.5 | 29.4 | |
| 80V-119 | 09-10-80 | 00.0 | 00.0 | 00.0 | 29.3 | 30.4 | 31.5 | |
| 80V-127 | superseded by campaign | | | | | | | |
| 81V-004 | 03-17-81 | 00.3 | 26.8 | 49.9 | 54.1 | 57.7 | 59.4 | |
| 81V-048 | 06-25-81 | 00.0 | 14.9 | 39.9 | 47.3 | 48.7 | 49.6 | |
| 81V-100 | 02-01-82 | 38.4 | 59.4 | 64.7 | | | | |
| 81v-127 | 10-09-82 | 16.1 | 21.9 | 26.3 | 27.6 | | | |
| **Rolls Royce Motors, Incorporated** | | | | | | | | |
| 80V-066 | 05-23-80 | 07.1 | 46.8 | 61.8 | 71.5 | 76.6 | 81.4 | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Saab-Scania of America, Incorporated** | | | | | | | | |
| 80V-123 | 10-31-80 | 29.2 | 46.2 | 59.2 | 62.3 | 63.8 | 64.7 | |
| **Subaru of America, Incorporated** | | | | | | | | |
| 80V-077 | 09-15-80 | 19.3 | 32.2 | 46.1 | 51.0 | 52.5 | 53.0 | |
| 81V-029 | 05-19-81 | 04.5 | 05.3 | 05.5 | 05.5 | 05.7 | 31.6 | |
| 82V-036 | 06-04-82 | 07.9 | 20.4 | | | | | |
| **Suzuki Motor Company, Limited** | | | | | | | | |
| 80V-047 | ---- | 81.6 | 99.7 | 99.7 | 99.7 | 99.7 | 99.7 | |
| **Toyota Motor Company** | | | | | | | | |
| 80V-028 | 03-28-80 | 31.8 | 46.7 | 49.1 | 49.5 | 51.0 | 52.1 | |
| 80V-045 | 04-28-80 | 17.9 | 47.2 | 51.0 | 51.4 | 53.6 | 53.9 | |
| 81V-031 | 04-10-81 | 12.3 | 34.3 | 37.8 | 39.5 | 39.9 | 40.3 | |
| 81V-117 | 11-09-81 | 15.2 | 44.2 | 51.5 | 54.4 | | | |
| 81V-132 | 12-15-81 | 00.3 | 33.5 | 40.4 | 43.5 | | | |
| 82V-038 | 04-30-82 | 32.8 | 79.1 | | | | | |
| **U.S. Suzuki Motor Corporation** | | | | | | | | |
| 80V-047 | ---- | 81.6 | | | | | | |
| **Vespa of America Corporation** | | | | | | | | |
| 81V-126 | 10-27-81 | 03.3 | 06.5 | 06.5 | | | | |
| **Volkswagen of America, Incorporated** | | | | | | | | |
| 80V-035 | 06-09-80 | 08.4 | 31.5 | 42.1 | 46.3 | 50.5 | 54.4 | |
| 80V-080 | 07-29-80 | 32.3 | 31.4 | 51.4 | 62.3 | 69.6 | 75.0 | |
| 80V-140 | 11-07-80 | 13.9 | 13.7 | 17.5 | 18.1 | 18.3 | | |
| 80V-146 | 11-18-80 | 10.8 | 15.7 | 19.9 | 25.3 | 26.5 | 29.5 | |
| 80V-155 | 11-24-80 | 20.0 | 24.0 | 32.0 | 32.0 | 32.0 | 32.0 | |
| 81V-012 | 05-13-81 | 14.4 | 46.6 | 60.1 | 67.6 | 72.3 | 74.5 | |
| 81V-039 | 08-14-81 | 31.0 | 54.1 | 57.9 | 62.9 | 66.4 | | |
| 81V-040 | 05-15-81 | 31.3 | 35.9 | 40.6 | 43.8 | 43.8 | | |
| 81V-058 | 07-13-81 | 37.3 | 50.7 | 60.1 | 60.6 | 68.9 | | |
| 81V-103 | 01-25-82 | 27.7 | 39.2 | 41.9 | | | | |
| 81V-106 | 09-10-81 | 03.0 | 71.7 | 72.5 | 72.8 | 73.4 | | |
| 81V-113 | 10-22-81 | 10.0 | 24.5 | 27.3 | 32.9 | | | |
| 81V-135 | 10-27-81 | 37.7 | 46.2 | 47.5 | 48.5 | | | |
| 82V-016 | 04-13-82 | 00.2 | 00.6 | 57.6 | | | | |
| 82V-037 | 05-28-82 | 32.0 | | | | | | |
| 82V-048 | 09-10-82 | 00.1 | | | | | | |
| 82V-049 | 09-15-82 | | | | | | | |
| **Volvo of America Corporation** | | | | | | | | |
| 80V-021 | 06-26-80 | 38.3 | 43.1 | 43.7 | 44.0 | 52.6 | 54.9 | |
| 80V-087 | 11-21-80 | 22.5 | 31.4 | 33.2 | 61.3 | 64.4 | 69.1 | |
| 81V-030 | 08-11-81 | 23.7 | 42.7 | 48.3 | 51.4 | 52.0 | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Volvo of America Corporation—*Continued*** | | | | | | | | |
| 81V-074 | 09-25-81 | 04.9 | 24.4 | 29.6 | 31.2 | 32.6 | | |
| 81V-125 | 12-21-81 | 32.1 | 50.0 | 69.2 | 69.2 | | | |
| 81V-131 | 11-30-81 | 12.2 | 57.8 | 66.1 | 69.3 | | | |
| 82V-015 | 05-26-82 | 08.7 | 37.4 | | | | | |
| **Yamaha International Corporation** | | | | | | | | |
| 80V-040 | 04-14-80 | 07.4 | – – – | – – – | 21.2 | 23.4 | 29.3 | |
| 80V-058 | 05-13-80 | 16.2 | – – – | – – – | 35.7 | 63.6 | 64.5 | |
| 80V-068 | 05-19-80 | 18.0 | – – – | – – – | 36.0 | 36.0 | 38.0 | |
| **TIRE MANUFACTURER** | | | | | | | | |
| **Armstrong Rubber Co.** | | | | | | | | |
| 80 T0 18000 | 09-25-80 | 50.5 | 61.9 | | | | | |
| 81 T0 05000 | 03-27-81 | 04.6 | | | 09.8 | | | |
| 82 T0 04000 | 02-22-82 | 12.4 | | | | | | |
| 82 T0 15000 | – – – – | | | | | | | |
| **B. F. Goodrich Tire Co.** | | | | | | | | |
| 80 T0 14000 | 08-14-80 | 1.2 | 8.0 | 11.9 | 12.1 | 12.5 | 12.6 | |
| 81 T0 02000 | 03-27-81 | 1.2 | 01.7 | 01.7 | 01.7 | 01.8 | 01.8 | |
| 81 T0 12000 | | | | | | | | |
| **Carlisle Tire & Rubber Co.** | | | | | | | | |
| 81 T0 12000 | 09-08-81 | 18.2 | 20.7 | 22.0 | | | | |
| **Cooper Tire & Rubber Co.** | | | | | | | | |
| 80 T0 04000 | 02-22-80 | 4.1 | 9.4 | 10.4 | 11.0 | 11.0 | 11.2 | |
| 80 T0 04001 * | 02-24-80 | 7.9 | 7.9 | 7.9 | 7.9 | 7.9 | 7.9 | |
| 80 T0 10000 | 04-18-80 | | | 0.6 | 5.2 | 5.2 | 5.2 | |
| 80 T0 10001 | 04-23-80 | | | | | | | |
| 80 T0 12000 | 08-08-80 | 79.7 | 79.7 | 79.7 | 79.7 | 79.7 | | |
| 80 T0 16000 | 08-20-80 | 14.4 | 21.6 | 21.6 | 21.6 | 21.6 | 21.6 | |
| 80 T0 17000 | 08-26-80 | | 2.2 | 3.3 | 3.3 | 3.3 | 3.3 | |
| 80 T0 17001 | 08-27-80 | 51.9 | 51.9 | 51.9 | 51.9 | 51.9 | 51.9 | |
| 80 T0 22000 | 11-12-80 | 30.0 | 51.4 | 51.4 | 51.4 | 51.4 | 51.4 | |
| 80 T0 23000 | 11-12-80 | | | 4.0 | 7.5 | 7.5 | 7.5 | |
| 80 T0 23001 | | 10.2 | 14.5 | 22.0 | 22.0 | 22.0 | 22.0 | |
| 80 T0 23002 | 11-12-80 | | | | | | | |
| 81 T0 09000 | 06-08-81 | | 1.6 | 2.8 | 2.8 | 2.8 | 4.1 | |
| 81 T0 09001 | | | | | | | | |
| 81 T0 17000 | 09-28-81 | | 15.7 | 15.7 | 15.7 | 15.7 | | |
| 81 T0 18000 | 09-28-81 | 62.1 | 62.1 | 62.1 | 62.1 | 62.1 | | |
| 82 T0 01000 | 01-22-82 | 66.3 | 66.3 | 66.3 | | | | |
| 82 T0 02000 | 01-22-82 | 70.0 | 72.0 | 73.3 | | | | |
| 82 T0 02001 | 02-03-82 | 94.6 | | | | | | |
| 82 T0 07000 | 03-24-82 | 13.2 | 25.4 | | | | | |
| 82 T0 07001 | 03-28-82 | 00.0 | | | | | | |
| 82 T0 09000 | 06-16-82 | 2.2 | 17.8 | | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Dunlop Tire & Rubber Corp.** | | | | | | | | |
| 81 T0 20000 | 11-09-91 | | | | | | | |
| 81 T0 21000 | 11-09-81 | | | | | | | |
| 82 T0 03000 | – – – – | | | | | | | |
| 82 T0 06000 | – – – – | | | | | | | |
| 82 T0 13000 | – – – – | | | | | | | |
| **Firestone Tire & Rubber Co.** | | | | | | | | |
| 80 T0 11000 | | 5.0 | – – – | 21.7 | 28.0 | 34.8 | 40.8 | |
| 80 T0 19000 | | | | | | | | |
| 80 T0 21000 | | | | | | | | |
| 81 T0 07000 | – – – – | 7.3 | 26.8 | 39.0 | 39.0 | 41.5 | 41.5 | |
| 81 T0 16000 | 11-12-81 | 19.0 | 42.6 | 50.6 | 54.2 | | | |
| 81 T0 19000 | 11-24-81 | 4.3 | 12.9 | 15.1 | 18.3 | | | |
| 81 T0 23000 | 12-18-81 | – – – | 14.7 | 25.0 | 31.9 | | | |
| 81 T0 24000 | 12-18-81 | – – – | 4.0 | 5.8 | 6.1 | | | |
| 82 T0 05000 | 04-05-82 | 03.3 | 10.0 | | | | | |
| 82 T0 08000 | 04-07-82 | 08.5 | 17.3 | | | | | |
| **General Tire & Rubber Co.** | | | | | | | | |
| 80 T0 02000 | 02-13-80 | 1.6 | 49.6 | 49.6 | 56.7 | 56.7 | | |
| 80 T0 03000 | 02-21-80 | | 55.8 | 64.3 | 83.0 | 88.4 | | |
| 80 T0 07000 | 03-07-80 | 7.0 | 13.5 | 26.3 | 26.6 | 26.6 | | |
| 80 T0 13000 | 09-15-80 | 11.2 | 29.3 | 29.3 | 29.3 | 29.3 | | |
| 80 T0 15000 | 08-13-80 | 3.2 | 11.1 | 11.1 | 11.1 | 16.0 | | |
| 80 T0 24000 | | 3.5 | 14.1 | 17.0 | 20.3 | 21.1 | 21.6 | |
| 81 T0 06000 | 04-06-81 | 56.4 | 81.7 | 81.9 | 84.0 | 88.3 | 93.0 | |
| 81 T0 10000 | 07-20-81 | 3.4 | 7.9 | 8.3 | 8.3 | 8.4 | | |
| 82 T0 10000 | 07-15-82 | 8.3 | | | | | | |
| **Goodyear Tire & Rubber Co.** | | | | | | | | |
| 80 T0 01000 | 01-28-80 | 42.2 | 53.9 | 54.7 | 55.0 | 54.5 | 55.4 | |
| 80 T0 09000 | 03-31-80 | 1.7 | 4.6 | 6.8 | 7.6 | 8.8 | 9.6 | |
| 80 T0 20000 | 11-07-80 | 9.6 | 23.5 | 25.6 | 27.4 | 28.3 | 28.8 | |
| 81 T0 04000 | 04-08-81 | 23.7 | 35.3 | 48.1 | 50.7 | 51.8 | 52.2 | |
| 81 T0 11000 | 09-25-81 | 10.6 | 21.5 | 28.4 | 30.2 | | | |
| 81 T0 22000 | 01-28-82 | 6.7 | 30.2 | 38.6 | | | | |
| 82 T0 12000 | 08-16-82 | 77.3 | | | | | | |
| 82 T0 14000 | – – – – | | | | | | | |
| **Kelly Springfield Tire Co.** | | | | | | | | |
| 80 T0 09000 | 03-31-80 | 1.7 | 4.6 | 6.8 | 7.6 | 8.8 | 9.6 | |
| **Lee Tire & Rubber Company** | | | | | | | | |
| 82 T0 11000 | 08-27-82 | 64.9 | | | | | | |
| 82 T0 16000 | – – – – | | | | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Mohawk Rubber Co.** | | | | | | | | |
| 81 T0 03000 | 02-12-81 | 8.3 | 9.1 | 10.0 | 10.1 | 10.1 | 10.1 | |
| 81 T0 14000 | 09-10-81 | 2.4 | 57.0 | 57.0 | 57.0 | | | |
| 81 T0 15000 | 10-08-81 | 44.6 | 44.6 | 44.6 | 44.6 | | | |
| **Nankang Rubber Tire Corp.** | | | | | | | | |
| 81 T0 08000 | | | | | | | | |
| **Uniroyal Tire Co.** | | | | | | | | |
| 80 T0 05000 | 02-28-80 | | 57.4 | 105.6 | 107.4 | 107.4 | 107.4 | |
| 80 T0 06000 | 02-28-80 | | | | 1.4 | 1.4 | 1.4 | |
| 80 T0 08000 | 03-07-80 | 0.1 | 2.5 | 5.2 | 7.1 | 7.5 | 7.5 | |
| 80 T0 08001 | 04-21-80 | 3.0 | 3.7 | 4.4 | 5.5 | 4.4 | 4.4 | |
| 80 T0 08002 | 04-04-80 | | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | |
| 81 T0 01000 | 02-23-81 | | | | | | | |
| **EQUIPMENT MANUFACTURER** | | | | | | | | |
| **Allison Div., GM Corp.** | | | | | | | | |
| 80E006000 | | 70.8 | 11.7 | 18.3 | 27.1 | 33.6 | 63.4 | |
| 81E001000 | 12-22-80 | 26.4 | 52.4 | 58.4 | 61.0 | 65.0 | 68.7 | |
| 81E002000 | 12-22-80 | 26.4 | 52.4 | 58.4 | 61.0 | 65.0 | 68.7 | |
| **American Motors Corp.** | | | | | | | | |
| 81E008000 | | | | | | | | |
| **Applied Power, Inc.** | | | | | | | | |
| 80E018000 | 08-19-80 | 8.5 | 13.0 | 16.2 | 16.9 | 17.4 | 17.9 | |
| **As A Manufacturing Company** | | | | | | | | |
| 82E013000 | 06-03-82 | 15.2 | 48.9 | | | | | |
| **Bendix Corporation** | | | | | | | | |
| 80E015000 | 07-17-80 | | 73.9 | 73.9 | 95.2 | 87.5 | 87.5 | |
| **Borg Warner Corporation** | | | | | | | | |
| 80E016000 | 07-16-80 | 0.8 | 2.8 | 6.8 | 6.8 | 7.0 | 7.0 | |
| **Caterpillar Tractor Co.** | | | | | | | | |
| 82E018000 | ---- | | | | | | | |
| **Century Products Co.** | | | | | | | | |
| 80E024000 | 11-18-80 | 55.5 | 55.5 | | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Cragar Industries, Inc.** | | | | | | | | |
| 80E02700 | 10-17-80 | 95.6 | 100.0 | | | | | |
| **Cummins Engine Co.** | | | | | | | | |
| 82E00200 | 01-13-82 | 100.0 | | | | | | |
| 82E00700 | 05-11-82 | ---- | 15.5 | | | | | |
| **Dana Corporation** | | | | | | | | |
| 80E007000 | | | | | | | | |
| 80E019000 | 10-13-80 | | | 4.2 | 5.0 | 7.0 | 7.1 | |
| 80E023000 | 10-10-80 | 13.0 | 16.9 | 15.0 | 18.1 | 18.3 | 18.4 | |
| 81E005000 | 06-01-81 | 3.5 | 8.4 | 15.0 | 17.4 | 17.4 | | |
| 81E006000 | 06-25-81 | 8.8 | 8.8 | 8.8 | 8.8 | 8.8 | | |
| 82E003000 | 02-02-82 | | 23.4 | 52.1 | 68.0 | | | |
| 82E006000 | 04-29-82 | | 0.8 | 1.2 | | | | |
| 82E010000 | 02-19-82 | 58.6 | 55.2 | 55.2 | | | | |
| 82E012000 | 06-15-82 | 0.3 | | | | | | |
| **Double Eagle Lubs., Inc.** | | | | | | | | |
| 80E011000 | 05-28-80 | | | | | | | |
| **Drag Specialties, Inc.** | | | | | | | | |
| 82E015000 | 09-10-82 | 0.4 | | | | | | |
| 82E021000 | ---- | | | | | | | |
| **Fram Corp.** | | | | | | | | |
| 80E008000 | | | | | | | | |
| **Fulton Mfg. Corp** | | | | | | | | |
| 80E010000 | 05-17-80 | 74.0 | 77.5 | 77.6 | 94.8 | 94.8 | 94.8 | |
| **Gould, Incorporated** | | | | | | | | |
| 81E014000 | 03-12-82 | 0.1 | 6.2 | 6.2 | | | | |
| **GS Industries, Inc.** | | | | | | | | |
| 80E028000 | 12-24-80 | 15.2 | | | | | | |
| **Harley-Davidson Motor Co.** | | | | | | | | |
| 80E012000 | | | | | | | | |
| **Hayden, Incorporated** | | | | | | | | |
| 82E011000 | 05-03-82 | | | | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Holland Hitch Company** | | | | | | | | |
| 82E017000 | – – – – | | | | | | | |
| **Indiana Mills, Inc.** | | | | | | | | |
| 80E022000 | 10-10-80 | 2.7 | 15.0 | 68.6 | 70.3 | 83.5 | 84.3 | |
| **International Mfg. Co.** | | | | | | | | |
| 82E020000 | – – – – | | | | | | | |
| **Jayco, Incorporated** | | | | | | | | |
| 82E016000 | – – – – | | | | | | | |
| **K-D Lamp Company** | | | | | | | | |
| 81E011000 | 08-04-81 | | | | | | | |
| **Kelsey-Hayes Company** | | | | | | | | |
| 80E013000 | 07-08-80 | 44.6 | 51.8 | 60.7 | 60.7 | 60.7 | 60.7 | |
| **Konalrad Products, Inc.** | | | | | | | | |
| 80E001000 | | | | | | | | |
| **Lafer Sales Corporation** | | | | | | | | |
| 80E009000 | 05-09-80 | 45.2 | 45.2 | 45.2 | 45.2 | 45.2 | 45.2 | |
| **La Salle-Deitch Co., Inc.** | | | | | | | | |
| 80E021000 | 09-03-80 | 77.5 | 95.0 | 97.5 | 100.0 | | | |
| **NSK Warner** | | | | | | | | |
| 80E026000 | – – – – | | | | | | | |
| 80E026001 | – – – – | 16.5 | 23.2 | 24.1 | 24.6 | 24.9 | 24.9 | |
| 80E026002 | – – – – | 00.1 | 06.0 | 09.7 | 17.2 | 17.6 | 17.9 | |
| 80E026003 | – – – – | 00.0 | 14.0 | 19.6 | 21.3 | 21.8 | 22.2 | |
| **Leggett & Pratt, Inc.** | | | | | | | | |
| 80E002000 | 02-01-80 | 0.7 | 33.3 | 37.5 | 15.2 | 15.5 | 15.5 | |
| **Maremont Corporation** | | | | | | | | |
| 80E003000 | 01-16-80 | 55.1 | | | | | | |
| **McGraw-Edison Company** | | | | | | | | |
| 81E007000 | 06-29-81 | 66.0 | 66.9 | 66.9 | 66.9 | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Microdot Company** | | | | | | | | |
| 80E004000 | 03-12-80 | 6.1 | 14.8 | 14.8 | 15.3 | 15.3 | 16.6 | |
| **Motor Coach Ind., Inc.** | | | | | | | | |
| 80E006002 | | 0.0 | 1.8 | 2.9 | 3.8 | 3.8 | 39.0 | |
| **Phillips Industries, Inc.** | | | | | | | | |
| 80E025000 | 10-10-80 | 34.4 | 34.4 | 34.4 | 34.4 | 35.8 | 35.8 | |
| **Radiator Specialty Co.** | | | | | | | | |
| 80E029000 | | | | | | | | |
| **Rockwell International** | | | | | | | | |
| 82E008000 | 05-06-82 | 7.0 | | | | | | |
| **Silver Eagle Mfg. Co.** | | | | | | | | |
| 82E001000 | 01-04-82 | | 25.9 | 31.7 | 37.5 | | | |
| **Southwest Truck Body Co.** | | | | | | | | |
| 81E009000 | 07-17-81 | 76.1 | 76.1 | 86.5 | 86.5 | 90.3 | | |
| **Strolee (Car Seats)** | | | | | | | | |
| 80E012000 | 09-18-81 | 0.6 | 2.9 | | | | | |
| **Subaru of America, Inc.** | | | | | | | | |
| 82E014000 | 08-24-82 | 28.2 | | | | | | |
| **Suburban Mfg. Co.** | | | | | | | | |
| 81E015000 | 0.1 | 0.7 | 1.3 | | | | | |
| **Thermo King Corp.** | | | | | | | | |
| 80E017000 | 09-29-80 | 3.8 | 6.6 | 18.2 | 30.4 | 35.4 | 39.2 | |
| **Transportation Mfg. Corp.** | | | | | | | | |
| 80E006001 | 04-03-80 | — — — | 77.5 | 100.0 | | | | |
| **Trico Products Corp.** | | | | | | | | |
| 82E004000 | 02-19-82 | 22.8 | 53.0 | 53.8 | | | | |

## Defect Recall Campaign Analysis by Manufacturer

| Campaign Number | Notification Start Date | Percentage Completion Rate by Quarter | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Tridon, Incorporated** | | | | | | | | |
| 82E009000 | 04-09-82 | 71.2 | 71.2 | | | | | |
| **Truck-Lite Co., Inc.** | | | | | | | | |
| 80E014000 | 08-26-80 | 11.7 | 24.5 | 21.0 | 35.4 | 37.8 | 39.0 | |
| **Turner Quick-Lift Corp.** | | | | | | | | |
| 81E003000 | 02-06-81 | 100.0 | | | | | | |
| **Unarco Industries, Inc.** | | | | | | | | |
| 80E005000 | 04-15-80 | 0.9 | 2.3 | 3.5 | 4.5 | 4.6 | 4.7 | |
| **Vapor Corporation** | | | | | | | | |
| 82E005000 | | | | | | | | |
| **Vetter Fairing Co.** | | | | | | | | |
| 80E020000 | | | | | | | | |
| **Victor Automated Products, Inc.** | | | | | | | | |
| 82E019000 | | | | | | | | |
| **Worthington Ind., Inc.** | | | | | | | | |
| 81E010000 | 07-02-81 | 23.2 | | | | | | |
| **Yamaha Parts Distributors, Inc.** | | | | | | | | |
| 81E004000 | ---- | 44.6 | 56.4 | --- | 56.9 | | | |

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